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American Railroad Journal.

New York, Saturday, August 15, 1868.

Massawippi Valley Railroad.

A meeting of the committees selected from the directors of the Connecticut and Passumpsic Rivers and Massawippi Valley Railroad Companies was recently held at Newport, Vt., at which certain documents relating to leasing the latter road, were submitted, and agreed to. They were afterwards submitted to a full board of the Passumpsic directors, and adopted. The main features of this agreement are, that the Massawippi corporation, through a contractor, engage to build the entire line from the Boundary to Lennoxville (including the spur,) by the 1st July, 1870 for a country subscription of \$165,000, an equal amount to be furnished by parties South, \$100,000 in bonds and 70,000 in stock, making a capital stock of 800,000 dols. The Passumpsic company as a corporation, lease the road for 999 years, agreeing to pay the same stock dividends as they do on their own road, to pay the interest on the bonds, and retire the bonds at maturity. The Passumpsic corporation, on the signing of the agreements are to have a majority of the board of directors of the Massawippi corporation.

The terms of agreement, a mere outline of which are here given, are considered fair and advantageous to both parties. If carried into execution, the Passumpsic Railroad will be extended

to Lennoxville to a connection with the Grand Trunk, and the moment it is ready, it will be equipped with the rolling stock of the Passumpsic, and the subscribers to its stock will commence drawing dividends upon it from the day regular business commences upon it. Of course its stock and bonds will be just as valuable as those of the Passumpsic road. It is understood that the work of construction will be proceeded with this fall.

Baltimore and Potomac Railroad.

At a meeting of the President and Directors of this company, held in Baltimore on the 17th ult., a contract for building and equipping the projected railroad from Baltimore city to the Potomac River was made and signed, with the following conditions:

1st. The contractor agrees to complete the main line of the Baltimore and Potomac Railroad, from and south of the Annapolis and Elkridge Railroad, through the counties of Anne Arundel and Prince George's to the line of Charles county, and as much more of said main stem to the Potomac as may be practicable, by the first day of August, 1870, and failing to do so, then the said contractor to pay to the Baltimore and Potomac Railroad Company the sum of ten thousand dollars per month until the terms of said contract are complied with.

2d. The President and Directors of the Baltimore and Potomac Railroad Company to locate the depots and stations on said main line and branches.

3d. The Baltimore and Potomac Railroad Company shall retain ten per cent. of convertible and mortgaged bonds, amounting in the aggregate to \$550,000, which amount shall be forfeited to the Baltimore and Potomac Railroad Company on the failure of the contractor to build and complete said road according to the terms of contract.

Virginia Central Railroad.

An important announcement is made by the authorities of the Virginia Central Railroad. It seems that the postponement of the vote on the proposed subscription by Augusta county has delayed the consolidation of the company into the Chesapeake and Ohio Company, but it is believed that this delay will not long continue. In the meantime the Central Railroad Company propose to complete the road from Covington to the White Sulphur Springs without delay, and now advertise for proposals to do the grading, under authority already granted by law,

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1866 and 1867, were as follows:

	1866.	1867.
From passengers	\$413,372 53	\$355,599 92
" freight	877,416 79	940,549 26
" mails	20,349 20	18,917 36
" other sources	1,000 00	909 96
	\$1,312,738 52	\$1,316,006 50

Expenses, viz:

Salaries, etc.	\$15,919 28	\$15,354 73
Transportation	387,866 73	359,817 56
Machinery	152,271 48	174,705 99
Roadway	123,399 46	152,351 06
	\$679,456 95	\$702,229 34
Earnings less expenses ..	\$633,281 57	\$613,777 16

From which deduct—

Interest—sterling.	\$126,006 81	\$114,305 64
" domestic	98,674 65	132,840 03
Damages	16,818 56	10,621 96
Stock killed	1,560 50	2,395 55
Sundries	2,389 39	.....
	\$245,449 91	\$260,163 18

Net income

Compared with the previous year, the gross earnings of 1867 show an increase of \$3,267 98; with an increase in operating expenses of \$22,772 39—making the decrease of net earnings, \$19,504 41. The net income, after payment of interest, damages, etc., is \$34,217 68 less.

The equipment of the road, December 31, 1866 and 1867, is thus compared:

	1866.	1867.
Locomotives—in order	31	35
" waiting repairs	16	8
Total	47	43
Passenger cars, 1st class	22	22
" 2d class	12	17
Box freight	263	263
Platform	79	76
Stock	1	4
Total	377	382

Number of miles run

penses is equal to only 3.24 per cent. Locomotives condemned, 4; cars condemned, unfit for repairs, 57; do., built (new), 62. The President in his report says:

The gross income of the year, though good, and under the circumstances to which we will presently refer, very satisfactory, is nevertheless considerably below the expectations of the Board at the commencement of the year. For a large increase of business over 1866, we felt warranted in calculating upon abundant crops, an easier money market, the completion of the Macon and Augusta Railroad, and a better system of Western connexions. With a single exception, none of these conditions of increased earnings have been realized. The crop though fair, has been sold at unremunerative prices, and was moved late to market, thus contributing to increase the ratio of expenses to earnings, not only by diminishing the means by which supplies in return could be purchased, but by requiring transportation at seasons when it could only be afforded by moving empty trains to interior points. The almost intolerable stringency of the money market, viewed in either aspect of cause or effect, and keeping pace with the movement of the year, needs no illustration here. Every individual's personal experience sufficiently attests it.

The Macon and Augusta Railroad, in which we have so large an interest, and which has cost and is costing us annually so heavy an outlay for a subscription made six years since without any return so far, after the utmost efforts of its management, succeeded only in reaching Milledgeville very late in the year, and there for the present stops, thirty-five miles from its proposed terminus—comparatively useless to us. How reasonable our estimates of increased income from this source in particular were, and how very important this connexion is to the company, will readily appear from the following statement taken from the Central Railroad Report of the past year:

Amount of freight from Savannah to and through Macon.....	\$536,000
Amount of freight to Savannah from Macon.....	677,000
Bales cotton 213,000. Freight money.	\$1,213,000

With lines to Northern cities, hardly inferior, and a consequent ability to make at least as good time between all the important points thus made common, we cannot regard our expectation of receiving twenty-five per cent. of all the freight, passing to and through Macon, other than exceedingly moderate.

Potential as these causes have been in their influence upon our business, there is now little room to doubt that even in spite of them, a large increase of earnings would have been realized, but for the active opposition against which the management has had to contend at all important points.

This competition, always vigorous, occasionally bitter, could have but one result—greatly to reduce rates of transportation. Hence, whilst we see by our tables, that though our efforts to work back our old business have been successful, beyond reasonable expectation, the money gain has been inconsiderable. If the situation could have been reversed, and the increased tonnage moved been made to pay fair rates, it is hardly necessary to say a very different result would have been achieved.

Therefore, the Board feel justified in repeating the declaration with which they commenced this review—that under all the circumstances referred to, it is quite satisfactory to be able to report to you an amount of income even in excess of the previous year. This excess, apparently very small, should in reality be increased about \$30,000, being about the sum of the credits introduced into the accounts of the year 1866, but justly creditable to 1865.

The operating expenses amount to \$702,229 34, and are 53.36 per cent. of earnings. This proportion will be found not to exceed the usual per-

centage of important roads, even without regard to the circumstances tending to increase the expense of management, already referred to by the Board.

The net earnings of the year are stated at \$613,777 16. As compared with gross earnings they exhibit the proportion of 46.64 per cent. As compared with the net earnings of the previous year, they show a falling off.

The explanation of this difference is at hand in what has been already stated in this report. It can be made still clearer by reference to the table exhibiting the mileage made by the locomotives of the company during the year. There it will be seen that the mileage of 1867, exceeds that of 1866 about one half or (in round numbers) about 300,000 miles. So great an increase of service could not be performed without a considerable increase of expense, though performed without a proportionate increase of compensation. The expense, however, is in no wise proportioned to the increase of service performed.

The wants of the road department for the year 1868, as was the case last year, are chiefly for rails, to the extent of 500 tons each for the three divisions of the road. The Board have recently entered into contracts for the delivery early of 680 tons; (100 tons are already received,) but fear that beyond this, considerations of prudence if not necessity, forbid them to go, unless indeed it should prove unsafe to continue in use the present rail. They are perfectly satisfied of the value of a good track, and of the worn condition of a large portion of the old road, which (it is quite true,) has for years been without proper renewal; but their means are limited to their earnings, and no further debt can be incurred, save under a most pressing necessity.

It is not only in this direction, however, that a liberal expenditure (if practicable) could be found judicious and profitable. An outlay for cars, equal in part to the wants of our connections in this State, just now unequal financially to meet the expense, would, we feel assured, powerfully aid us in controlling the direction of business near, and increasing that at a distance.

In part accounting for increase of bonds, will be found the items \$95,000 and \$30,000. These figures represent the company's subscription this year to the New York and Charleston, and Baltimore and Charleston Steamship Lines. The investment was made at cash cost of the ships, with our bonds at par. The operation, apart from other considerations, is regarded very favorably, for the original purchase of the ships was low. This, however, is really the least important view in which the subscription is to be regarded. Such have been the changes in the movements of produce and merchandise—so vast the increase of *through over local freight*—that, in very plain language, we could not have conducted the business of the company upon a scale of any magnitude without this or similar assistance.

In their last report, the Board took occasion to inform the stockholders that the foreign bondholders had accepted their proposals for a renewal of the 5 per cent. sterling; due January 1st, 1866. Subsequently to that report a considerable number of the holders of that class of bonds, in this country, declined (not to extend,) but to part with the original guaranty, for reasons not necessary to be related here. Those holders, then and now, express the same willingness to accept the company's proposals, if the difficulties they connect with the exchange can be removed. That, so far, it has not been in our power to do, simply, because the "Act" authorizing the guaranty imperatively calls for the "old" when the "new" bond is issued. Up to the present time, therefore, the exchange has been principally confined to the English holders, (whose ready acceptance of the situation, commands our warmest thanks,) and amounts to £250,000, leaving unexchanged about £203,000.

The domestic bond debt then past due and not exchanged, amounted to \$133,687. It has been reduced to \$66,000.

On the 1st inst., of another class of domestic

bonds (6 per cts.) \$86,500 fell due. To the published invitation of the Board to exchange this issue upon the same terms, hitherto generally accepted, there has not yet been any considerable response. But it is hoped, that the same generous sentiments which have prevailed so largely in other instances, will not be wanting in this; and that notwithstanding the attractions which other employments of money hold out, the holders of our bonds will not forget that we are deriving no profit from our investment, and that, in view of the unhappy circumstances which surround us, will not impede or retard our efforts to build up, substantially and comprehensively, our old communication with the interior country, upon which every interest so greatly depends.

Influenced, perhaps somewhat too hastily, by their sanguine views of the future, but more by their conviction of duty, in the direction of making the earliest effort to meet the expectations of bondholders, the Board resumed the general payment of interest on January last. The domestic interest has been punctually met; and so would the foreign have been, but for circumstances beyond the possibility of control.

Early in the year, the sum of £7,000 was invested for account of the January, 1867, interest abroad, and again £4,000 in advance of the July interest. The bills in which these sums were invested, were those of the strongest and most undoubted character; but the Board have had notice, that in consequence of heavy misfortunes, the drawers of the exchange in question, have been unable to meet them at maturity.

Whilst the disappointment of the Board has been very great in this connexion, and of course, no little embarrassment occasioned them, they have not the slightest expectation that a single dollar will be lost. For such portions of the foreign interest, as were not embraced in the provision above referred to, the Board, from time to time, invested in advance in such securities, as promised most safety as well as stability. Such, however, has been the condition of the money market, that it was found impossible to realize, except at such sacrifice, as the Board regard not warranted under the circumstances. The reserve, however, which amounts to \$107,000, it is intended to apply at the earliest practicable moment.

The Board in their last annual report, in referring to the subject of dividends, used the following language:

"The Board is not willing to close its annual report, without a word upon a subject which they have reason to believe has been regarded with great interest—the dividends. The statements abundantly show, that the income of the property has reached figures which unmistakably indicate a dividend earned. But the wants of the operative departments, indicate the necessity of a similar application of the earnings for another year. Should it be found practicable to dispense with any portion thereof, it will be equally the pleasure and duty of the Board, to distribute the same in dividends to the stockholders."

It has been already shown, that the net earnings of the year as anticipated, were needed, and have been applied to the heavy work, reported to have been executed during the year. The most, if not the whole of such work, indispensably necessary, may now be regarded completed; and the Board can now turn their attention to the floating debt, and the arrangement of the company's finances.

With an income as large *only* as that of the year just past, they can see no difficulty in greatly reducing, if not entirely extinguishing, the floating debt. That accomplished, and such an arrangement of the past due bonds realized as will enable the Board to act without embarrassment or apprehension, no reasonable difficulty would be in the way of commencing the payment of dividends, and to this end the earnest labors of the Board will be directed.

The results of the operations of the road for the year ending December 31, 1867, are as follows:

Gross income, as above.....	\$1,316,006 50
Sales of old materials.....	15,066 18
" locomotives.....	15,420 00
Materials recovered from old stock and carried to supply of materials for general application.....	10,966 40
Decrease of commissary stores.....	1,080 22
Increase of balance of indebtedness	127,692 98

\$1,486,232 28

Current expenses, as above.....	\$702,229 34
Sterling interest, payable in London..	100,647 24
" " Charleston	13,658 49
Domestic interest.....	132,840 03
Damage, etc.....	13,017 51
Restoration of property.....	339,626 50
Cars built at company's shops.....	70,623 44
Land purchased.....	4,000 00
Permanent tools at Locomotive Works	10,250 00
Adjustment of claims prior to June 19, 1865.....	99,339 82

\$1,486,232 28

The debt and property accounts of the company at the close of the last and preceding years, were as follows:

	1866.	1867.
Capital stock.....	\$5,819,275 00	\$5,819,275 00
Sterling bonds.....	2,286,111 42	2,275,310 88
Domestic ".....	1,248,687 50	1,492,632 92
Certificates of in- debtedness, re- ceivables and change notes....	19,571 00	27,980 00
Bills payable.....	269,273 96	317,186 10
Coupons, sterling..	78,729 03	169,764 00
" domestic.....	79,917 50	59,712 50
Pay rolls.....	17,148 84	17,551 89
Transient creditors.	170,559 38	66,605 86
Net income from June 19, 1865....	549,109 98	938,430 64

\$10,538,383 61 \$11,184,449 79

Roadway, track, de- pots, etc.....	\$6,462,664 45	\$6,472,914 45
Land.....	428,879 43	432,879 43
Cars.....	220,630 21	253,803 65
Locomotives.....	418,313 18	393,893 18
Machinery, etc.....	154,268 32	84,940 88
Supply of materials	103,865 86	106,213 39
Commissary stores.	1,397 77	317 55
Invoices to arrive..	17,619 06	.....
Restoration of prop- erty.....	704,318 35	1,043,944 85
Adjustm't of claims	.....	99,339 82
Loss of property....	1,316,018 84	1,456,741 91
Cash.....	124,199 48	89,533 95
Bonds and bills re- ceivable.....	25,687 48	28,667 95
Post office depart..	20,349 20	6,568 75
Agents.....	99,041 53	76,185 08
Railroad companies	20,344 35	20,344 35
Stocks of other Co.'s	279,262 50	404,062 50
Transient debtors..	141,723 60	214,098 10

\$10,538,383 61 \$11,184,449 79

The following is a statement of sterling bonds, to conform to the arrangement for renewing the same, and funding arrears of interest thereon:

Bonds payable in London Jan. 1, '66..	£374,500 00
Arrears of interest to July 1, 1866..	78,412 10
Total London debt (\$2,012,944 46) ..	£452,912 10
Bonds payable in Charleston, Jan. 1, 1866.....	£51,000 00
Interest to July 1, 1866..	£10,462 12
Coupons retired, 1867....	2,431 05
	8,031 07
Total Charleston debt (\$262,366 42)	£59,331 17
Total foreign and domestic (\$2,275,- 310 88).....	£511,943 17

The interest on the renewed debt is to be at the same rate as it was upon the original debt, viz., 5

per cent. per annum, payable semi-annually (January and July), in London and Charleston as above indicated. Payments on account of the principal of the debt are to be made semi-annually, commencing January 1, 1871, in the manner following—2 per cent. semi-annually for five years, and 4 per cent. semi-annually for ten years. At this rate the sterling debt will be entirely extinguished by July 1, 1885.

The domestic funded debt as it stood on the 31st December, 1866 and 1867, compares as follows:

	1866.	1867.
Past due bonds & interest..	\$133,687	\$65,966 25
7 p. ct. bonds due Jan., '68.....	1,333 33	1,333 33
6 p. ct. bonds due Jan., '68.....	101,000	87,500 00
" " " Oct., '68.....	86,000	86,000 00
7 p. ct. bonds due Jan., '69.....	1,333 34	1,333 34
" " " Apr., '69.....	124,500	124,000 00
" " " "70.....	110,500	111,000 00
" " " "71.....	114,000	114,000 00
" " " Sept., '71.....	30,000	30,000 00
" " " Apr., '72.....	114,000	214,500 00
6 p. ct. bonds due Jan., '73.....	125,000	125,000 00
" " " "74.....	159,000	125,000 00
" " " Jul., '74.....	.....	127,000 00
7 per ct. bonds due April, 1888-'91.....	180,500	280,000 00

Total domestic funded debt.....\$1,248,687 \$1,492,632 92

President—W. J. MAGRATH.

Directors.—W. J. Magrath, Geo. A. Trenholm, L. D. De Saussure, John Hancel, A. J. Simonds, Geo. W. Williams, Henry Gourdin, F. J. Pelzer, C. M. Furman, B. H. Rice, H. H. De Leon, James Rose, Alfred Huger, W. A. Courtenay, J. S. Gibbes.

Gen'l Superintendent.—H. T. PEAKE.

Auditor.—J. R. EMERY.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st July, inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867..	54,000	286,000	4,812,300	30,100
1868..	115,900	4,993,000	7,313,900	326,500
Inc..	61,900	4,707,000	2,501,600	296,400

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 963,300 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	108,300	54,000	115,900
Wheat, bushels..	1,372,000	286,000	4,993,000
Corn, bushels....	9,999,400	4,812,300	7,313,900
Barley, bushels..	105,300	30,100	326,500
Oats, bushels....	3,679,900	1,551,100	3,956,600
Rye, bushels....	410,600	125,800	159,500
Malt, bushels....	103,700	116,700	217,300
Beef, bbls.	100	.....	700
Pork, bbls.	7	523	104
Bacon, lbs. ....	.....	34,400	.....
Butter, lbs.	39,600	19,400	2,700
Lard, lbs.	56,900	176,400	54,100
Cheese, lbs.	126,600	97,800	272,900
Wool, lbs.	104,400	47,600	31,400

Upwards of \$262,000 have been subscribed to the capital stock of the Chartiers Valley Railroad.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States June 1, and August 1, 1868:

DEBT BEARING COIN INTEREST.

	June 1, 1868.	August 1, 1868.
Five per cent. bonds.....	\$220,812,400.00	\$221,588,400.00
Six per cent. bonds of 1867 and 1868.....	8,582,641.80	Matured.
Six per cent. bonds of 1881.....	283,677,200.00	283,677,300.00
Six per cent. Five- twenty bonds.....	1,494,755,600.00	1,583,106,100.00
Total.....	\$2,007,827,841.80	\$2,068,371,800.00

DEBT BEARING CURRENCY INTEREST.

Six per cent. Pacific R. R. bonds.....	\$25,902,000.00	\$32,210,000.00
Three-year compound interest notes.....	21,604,890.00	21,604,890.00
Three-year seven- thirty notes.....	105,610,650.00	Matured.
Three per cent. cer- tificates.....	50,000,000.00	50,000,000.00
Navy pension 3 p. ct.	13,000,000.00	13,000,000.00
Total.....	\$216,117,540.00	\$84,604,890.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Three years Seven- thirty notes, due Aug. 1, 1867, June and July 15, 1868..	\$947,500.00	\$8,433,800.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, 1868.....	6,012,360.00	6,013,910.00
Bonds of (Texas in- demnity).....	256,000.00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto).....	155,211.64	154,511.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848....	6,000.00	1,925,941.80
Treasury notes, March 3, 1863.....	555,492.00	555,492.00
Temporary loan.....	883,639.00	746,520.00
Certificates of indebt- edness.....	18,000.00	13,000.00
Total.....	\$10,834,202.64	\$18,099,175.44

DEBT BEARING NO INTEREST.

United States notes ..	\$356,144,212.00	\$356,021,073.00
Fractional currency..	32,531,589.94	31,867,818.37
Gold certificates of deposit.....	20,298,180.00	22,414,000.00
Total.....	\$408,973,981.94	\$410,302,891.37
Total debt.....	\$2,643,753,566.38	\$2,633,598,766.81

AMOUNT IN THE TREASURY.

Coin.....	\$90,228,559.31	\$83,409,917.93
Currency.....	43,279,120.33	26,644,358.21
Total.....	\$133,507,679.64	\$110,054,276.14

Debt less cash in the Treasury.....\$2,510,245,886.74 \$2,523,534,480.67

By comparing this with the statement of June 1, it is shown that the debt bearing coin interest has increased \$80,543,958 20; the debt bearing currency interest has decreased \$131,512,650; the matured debt not presented for payment has increased \$7,264,972 80; and the debt bearing no interest has increased \$1,328,909 43—making the decrease in the total debt since June 1, 1868, \$10,164,809 57. The amount of coin in the Treasury during the same period has decreased \$6,818,641 38, and the amount of currency has decreased \$16,634,762 12—leaving the amount of debt less cash in the Treasury August 1, \$13,288,593 93 more than on June 1st.

The Central Pacific Railroad is now built to Humboldt river, 250 miles east of Sacramento. The earnings for July were \$260,000 in gold, the road being operated from 154 to 190 miles during the period.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.
National Securities, Aug. 1, 1868.					
Loan of Jan. 28, 1847.....registered	matured.	6	Jan. & July.	1867	
Loan of March 31, 1849.....registered coupon		6	" "	1868	
Texas Indemnity, of Sep. 9, 1850.....coupon	256,000	5	presentation.	Due.	
Loan of June 14, 1853.....registered coupon	20,000,000	5	Jan. & July.	1874	118
Loan of June 22, 1860.....registered coupon	7,022,000	5	" "	1874	116
Loan of Feb. 8, 1861.....registered coupon	18,416,000	5	" "	1871	126
Oregon War Bonds of March 3, 1861.....yearly	1,016,000	6	" "	1881	116
Loan of July 17, 1861.....registered coupon	284,240,300	6	Jan. & July.	1881	116
Loan of Feb. 26, 1862 (5-20s).....registered coupon		6	May & Nov.	1882	109
Loan of March 3, 1864 (5-20s).....registered coupon		6	May & Nov.	1884	114
Loan of March 3, 1865 (5-20s).....registered coupon		6	May & Nov.	1884	111
" " 2d series (5-20s).....registered coupon		6	May & Nov.	1885	109
" " 3d series (5-20s).....registered coupon		6	Jan. & July.	1886	109
Loan of March 3, 1864, (10-40s).....registered coupon	194,566,400	5	Mar. & Sept.	1904	109
Pacific R. R. Bonds.....(currency)	32,210,000	6	Jan. & July.	1906-97	102
Township Notes (7-30s) June 30, '61: 2d series	matured.	7.2	June & Dec.	1868	
" (7-30s) Mar. 3, '55: 3d series		7.2	Jan. & July.	1868	
Matured Debt not presented.	17,843 175		presentation.		
Gold Certificates of Deposit.	22,414,000		presentation.		
Compound Interest Notes 1864-'65	21,604,990		At maturity.	3 yrs	
United States Notes (greenbacks)	356,021,073				
Three per cent. certificates.	50,000,000				
Fractional currency	31,867,818				
Navy Pension Fund	13,000,000				
State Securities, latest.					
Alabama—State Bonds.....coupon	168,000	6	May & Nov.	1872	63
" " (extended)....."	1,941,000	5	" "	1883	
" " (funded coup.)....."	437,850	5	" "	1887	
" " (sterling)....."	648,000	5	Jan. & July.	1876	
" " ()....."	688,000	6	" "	1876	
Arkansas—Bank Loan (real estate) coupon	890,000	6	April & Oct.	1861	
" " (State Bank)....."	610,000	6	Jan. & July.	1865	
California—Civil Bonds of 1867.....oupon	3,727,500	7	Jan. & July.	1877	133
" " 1860....."	198,650	7	" "	1880	
" " Soldiers Relief Bonds....."	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861....."	2,000,000	6	Jan. & July.	'71-'81	100
" " Oct. 1861....."	2,000,000	6	" "	'72-'82	
" " Nov., 1863....."	2,000,000	6	" "	1883	
" " May, 1864....."	2,000,000	6	April & Oct.	'74-'84	100
" " May, 1'85 (free)....."	2,000,000	6	" "	1885	
Florida—State Bonds.....coupon	370,617	6	Jan. & July.	var.	
Georgia—State Bonds (Railroad).....coupon	276,000	7	various.	72-'74	91
" " (Act Mar. 12, '66)....."	3,030,000	7	Jan. & July.	1886	
" " (Railroad)....."	1,569,000	6	" "	'68-'74	82
" " (Railroad)....."	734,000	6	Feb. & Aug.	'78-'86	
" " (Sterling)....."	72,000	5	Mar. & Sept.	1889	
Illinois—Ill. and Mich. Canal.....coupon	1,157,223	6	Jan. & July.	1870	99
" " registered....."	1,228,687	6	" "	1870	
" " State Bonds.....coupon	948,910	6	" "	'60-'70	99
" " War Loan Bonds....."	4,357,253	6	" "	'77-'79	99
Indiana—State Bonds.....coupon	945,200	6	" "	1879	99
" " 1,191,992....."	24	Jan. & July.	1886		
" " 3,829,838....."	6	" "	1886		
Iowa—State Bonds.....coupon	309,000	5	May & Nov.	1886	98
" " War Loan Bonds....."	180,000	7	Jan. & July.	1888	
Kansas—State Bonds.....coupon	300,000	7	" "	1881	
" " War Loan Bonds....."	99,946	6	Jan. & July.	1875	
Kentucky—State Bonds.....coupon	500,000	6	" "	'76-'81	100
" " 1,421,000....."	6	Jan. & July.	'68-'71		
" " 415,000....."	6	April & Oct.	'70-'71		
" " 263,000....."	6	May & Nov.	1870		
" " Military Bonds....."	64,000	6	April & Oct.	'67-'73	
Louisiana—State Bonds (Banks).....coupon	4,832,993	6	various.	'80-'86	
" " (Railroads)....."	2,928,000	6	Feb. & Aug.	'68-'86	
" " (Schools, &c.)....."	665,000	6	various.	'69-'99	63
" " (Levees)....."	1,009,000	6	Jan. & July.	1897	
" " (New)....."	892,800	6	various.	1888	
Maine—Mass. Land Debt of '63....."	150,000	5	" "	'86-'87	
" " Civil Loans of 1865-'68.....coupon	174,000	6	October.	'67-'72	
" " 1857-'61....."	171,000	6	Mar. & Sept.	'67-'74	
" " War Loan of 1861....."	800,000	6	various.	'75-'78	
" " 1863....."	625,000	6	" "	1871	100
" " Bounty Loan of 1863....."	475,000	6	Mar. & Sept.	1883	100
" " War Loan of 1864....."	2,832,500	6	Feb. & Aug.	1880	100
Maryland—State Bonds (Balt. & Susq. R.R.)....."	315,000	6	June & Dec.	1889	100
" " (S. & T.W. Can.)....."	1,017,622	3	I. A. J. & O.	1890	98
" " (Balt. and Ohio R.R.)....."	24,000	6	" "	1865	
" " (C. and O. Can.)....."	1,405,407	6	" "	1880	
" " (R. R. various)....."	120,000	6	" "	1889	
" " () currency....."	159,974	6	" "	1889	
" " (B. & O. R.R.)....."	2,271,389	6	" "	'89-'90	
" " (C. and O. Can.)....."	3,269,616	6	" "	1890	
" " (Ches. & Ohio Can.)....."	2,090,000	6	" "	1810	
" " (Balt. & S. sq. R.R.)....."	1,000,000	6	" "	1870	98
" " (Bounty)....."	601,000	6	" "	1870	98
" " (Ches. & Ohio Can.)....."	30,000	6	" "	1874	
" " (Balt. & Susq. R.R.)....."	429,688	6	" "	1885	
Massachusetts—Funding Loan....."	15,000	6	" "	1890	
" " General Statutes Loan....."	21,000	5	June & Dec.	1868	
" " Funding Loan....."	17,000	5	Jan. & July.	1870	
" " "....."		5	June & Dec.	1872	
*Indicates that no interest is paid.					
Massachusetts—State Almshouse Loan.....	100,000	5	May & Nov.	1872	
" " S. Almsh. and State H. Loan.....	75,000	5	April & Oct.	'73-'74	104
" " Back Bay Land Loan.....	220,000	5	May & Nov.	1882	
" " Lun. Hosp. (W. Mass.).....	150,000	5	April & Oct.	1868	103
" " Funding Loan.....	75,000	6	June & Dec.	1868	
" " ".....	172,000	6	" "	'70-'72	130
" " Lun. Hosp. and State Prison.....	94,000	6	Jan. & July.	1874	127
" " Lun. Hosp. (W. Mass.).....	50,000	6	June & Dec.	1877	122
" " Union Fund Loan.....	600,000	5	Jan. & July.	'77-'78	
" " Coast Defense Loan.....	888,000	5	" "	1883	113
" " Bounty Fund Loan.....	200,000	5	" "	1883	113
" " "....."	4,379,500	5	May & Nov.	1894	116
" " "....."	3,996,000	5	" "	1894	
" " Union Fund Loan....."	850,000	6	Jan. & July.	'71-'72	121
" " "....."	2,150,000	6	" "	'74-'76	103
" " War Loan (currency)....."	2,113,000	6	Mar. & Sept.	'71-'86	
" " Western R.R. Loan (sterling)....."	4,319,523	5	April & Oct.	'68-'71	
" " Eastern R.R. Loan....."	275,000	5	Jan. & July.	'69-'71	
" " Southern Vermont R.R....."	200,000	6	April & Oct.	1896	
" " Troy and Greenf'd R.R....."	985,500	5	" "	'91-'93	111
" " "....."	554,180	5	" "	'88-'90	
Michigan—Sault Canal Bonds....."	230,000	6	Jan. & July.	1878	93
" " Renewal Bonds....."	216,000	6	" "	1878	
" " Two Million Loan Bonds....."	1,720,000	6	" "	'78-'83	95
" " "....."	250,000	7	" "	1868	
" " War Loan Bonds....."	1,111,500	7	" "	1886	99
" " Bounty Loan Bonds....."	483,000	7	May & Nov.	1890	
Minnesota—State Building Loan....."	100,000	7	Jan. & July.	1877	
" " Railroad Loan Bonds....."	2,275,000	7	" "	1883	
Mississippi—State Bonds (Planters' Bank)....."	2,000,000	6	" "	'41-'71	
" " (Union Bank)....."	5,000,000	6	" "	Var.	
Missouri—State Bonds....."	622,000	6	Jan. & July.	'62-'83	98
" " Hannibal and St. Joseph R.R....."	3,000,000	6	" "	'81-'86	98
" " Pacific R.R....."	7,000,000	6	" "	'81-'87	98
" " Southwestern R.R....."	4,500,000	6	" "	'85-'87	
" " North Missouri R.R....."	4,350,000	6	" "	'82-'87	
" " Iron Mountain R.R....."	3,500,000	6	" "	'83-'89	
" " Cairo and Fulton R.R....."	650,000	6	" "	'85-'87	
" " Plate County R.R....."	700,000	6	" "	1887	
New Hampshire—War Loan of July, 1861....."	1,184,100	6	Jan. & July.	'67-'78	100
" " "....."	600,000	6	May & Nov.	'84-'89	100
" " "....."	609,500	6	April & Oct.	'67-'74	99
" " "....."	560,000	6	Jan. & July.	1869	102
New Jersey—War Loan of 1861 (free)....."	1,789,900	6	Jan. & July.	'67-'84	102
" " 1863 ()....."	1,002,900	6	" "	'86-'96	
" " 1864....."	793,400	6	" "	'97-'02	105
New York—General Fund Bonds.....coupon	700,000	7	J. A. J. & O.	1870	
" " Bounty Fund Bonds.....coupon	2,559,500	7	Jan. & July.	1877	103
" " ".....registered	27,726,500	7	" "	1877	103
" " General Fund Bonds....."	1,199,780	6	" "	pleas.	
" " "....."	500,000	6	" "	1868	
" " "....."	800,000	6	" "	1878	100
" " Canal Fund Bonds....."	3,050,000	6	J. A. J. & O.	1871	101
" " "....."	6,000,000	6	" "	1873	101
" " "....."	2,250,000	6	" "	1874	101
" " "....."	1,400,000	6	" "	'75-'77	191
" " General Fund Bonds....."	999,607	5	Jan. & July.	pleas.	
" " "....."	442,960	5	May & Nov.	1868	
" " "....."	900,000	5	Jan. & July.	1875	91
" " "....."	800,000	5	" "	1878	
" " Canal and Bonds....."	1,163,000	5	J. A. J. & O.	1868	
" " "....."	167,000	5	" "	1871	
" " "....."	4,500,000	5	" "	1874	98
North Carolina—State Bonds....."	366,000	6	Various.	'69-'78	85
" " "....."	8,334,000	6	Jan. & July.	'81-'90	
" " "....."	650,000	6	April & Oct.	'90-'91	
" " "....."	8,500,000	6	Jan. & July.	1900	
" " "....."	280,566	6	Jan. & July.	1868	76
" " "....."	2,183,532	6	" "	1870	100
" " "....."	1,600,000	6	" "	1875	101
" " "....."	4,095,309	6	" "	1881	102
" " "....."	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)....."	218,674	7	Jan. & July.	1875	
Pennsylvania—State Bonds.....coupon	4,993,000	5	Various.	'77-'82	97
" " ".....registered	5,083,052	5	" "	'69-'70	100
" " Inclined Plane Bonds....."	400,000	6	April & Oct.	1879	
" " State Bonds, 1st series....."	92,850	5	Jan. & July.	1877	
" " "....."	99,480	5	" "	1882	
" " "....."	720,983	5	" "	1892	
" " "....."	4,907,150	6	" "	1877	
" " "....."	7,909,520	6	" "	1882	104
" " "....."	9,270,017	6	" "	1892	107
" " Military Loan Bonds....."	3,000,000	6	Feb. & Aug.	1871	109
Rhode Island—State War Bonds of 1861....."	468,500	6	April & Oct.	1871	102
" " "....."	1,186,000	6	Mar. & Sept.	1882	100
" " "....."	269,000	6	April & Oct.	1883	100
" " "....."	776,000	6	Jan. & July.	1893	100
" " "....."	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds....."	798,508	5	J. A. J. & O.	'68-'70	101
" " State Bonds (various)....."	3,275,000	6	Jan. & July.	'71-'90	
" " "....."	1,210,908	6	" "	1887	
Tennessee—State Bonds....."	1,949,430	5	April & Oct.	1868	90
" " "....."	239,167	5	" "	Var.	
" " "....."	1,706,000	6	" "	1868	
" " Railroad, &c., Loan Bonds....."	14,006,000	6	Jan. & July.	80 yrs.	
" " "....."	2,207,000	6	" "	Var.	
" " New Bonds....."	6,000,000	6	" "	1882	
Vermont—State War Bonds....."	1,567,500	6	June & Dec.	'71-'78	64
" " Virginia—State Bonds (sterling)....."	1,865,000	6	Jan. & July.	long.	100
" " "....."	468,250	5	" "	long.	
" " "....."	108,000	5	" "	long.	
" " "....."	21,609,398	6	" "	long.	
" " "....."	10,000,000	6	" "	long.	
" " "....."	1,379,500	6	" "	1876	
" " "....."	489,200	6	" "	1886	54
" " "....."	39,000	6	" "	1890	
Wisconsin—State Bonds....."	406,100	6	Jan. & July.	'72-'80	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884	160,713	164,438	166,493	194,992	200,307	265,626	295,512	354,408	401,103	357,228	383,344	323,323	3,235,492
1885	247,211	432,340	289,445	355,045	472,493	410,800	438,892	506,584	541,481	675,446	634,243	576,365	5,823,335
1886	475,641	433,279	386,991	412,621	464,507	493,243	469,868	568,589	533,160	599,670	474,056	359,473	6,090,119
1887	377,852	430,555	407,018	465,102	383,396	400,560	461,679	438,177	483,917	474,134	360,641	3,167,871	5,167,871
1888	404,467	398,261	408,847	398,654	355,255	352,169							
Chicago and Alton:													
1884	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,945	170,044	170,910	156,569	153,294	1,673,706
1885	154,418	195,803	162,728	178,786	206,090	224,257	312,185	364,554	320,379	307,803	252,015	220,924	2,710,494
1886	230,503	275,283	299,063	258,480	322,278	355,270	335,985	409,261	401,290	357,966	307,919	252,015	3,540,093
1887	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	333,080	271,247	3,896,163
1888	343,787	157,832	236,061	282,165	335,510	342,358	354,244	415,982	408,999	426,762	369,102	339,169	3,892,861
1889	259,539	296,496	261,599	270,386	335,510	373,461	405,616						
Chicago, Rock Island and Pacific:													
1884	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1885	158,755	176,492	243,150	185,013	198,679	243,178	224,960	307,874	375,860	324,865	336,617	321,037	3,096,470
1886	246,331	289,403	289,403	234,612	321,818	244,121	304,231	389,489	307,523	270,073	201,779	201,779	3,813,514
1887	241,395	183,385	257,230	200,099	277,506	306,993	278,926	317,977	400,941	428,474	345,028	260,268	3,468,922
1888	292,047	224,621	272,454	280,233	251,916	261,433	274,800	404,600	666,403	558,300	415,400	351,600	4,153,312
1889	383,600	281,900	262,900	283,700	308,891	366,200	322,800						
Chicago and Northwestern:													
1884	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,878	603,000	6,111,566
1885	541,005	482,164	499,296	468,358	585,623	747,942	702,661	767,608	946,707	932,682	704,671	647,812	7,976,490
1886	823,566	523,745	637,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,802	712,559	260,268	9,299,430
1887	696,117	574,664	766,398	774,279	895,712	89,337	800,325	1,038,624	1,451,284	1,508,883	1,210,387	918,088	11,582,348
1888	741,926	800,787	855,611	1,068,959	1,206,796	1,167,644	1,091,466						
Des Moines Valley:													
1884	40,129	29,102	27,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1885	49,694	36,098	66,859	59,196	61,447	58,999	53,683	69,018	71,113	81,676	80,867	51,955	736,006
Erie:													
1884	846,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	810,801	965,294	1,024,649	1,035,321	10,469,481
1885	984,837	1,099,507	1,072,282	1,041,975	994,317	1,056,364	1,056,364	1,224,568	1,224,568	1,224,568	1,224,568	1,224,568	12,429,447
1886	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,680	1,522,472	1,429,765	15,434,776
1887	1,186,746	987,935	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,011	1,476,244	1,416,011	1,041,116	14,996,418
1888	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,715	1,421,981	1,041,648	14,189,300
1889	1,031,320												
Illinois Central:													
1884	299,944	271,095	275,643	289,224	324,687	407,992	343,929	511,505	478,576	496,433	437,679	424,631	4,571,028
1885	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,497	6,329,447
1886	571,536	629,972	616,695	516,608	460,573	617,682	578,403	717,469	739,730	641,559	643,887	518,058	7,191,208
1887	608,053	506,266	505,465	411,605	569,260	567,679	480,626	578,253	571,248	661,971	538,210	504,066	6,516,741
1888	647,120	471,071	440,271	477,027	516,493	526,242	709,227	738,530	823,901	727,810	618,329	516,992	7,160,992
1889	619,855	488,689	409,649	467,754	496,666	543,019	509,156						
Marietta and Cincinnati:													
1884	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,053
1885	90,411	85,447	84,351	91,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	122,802	1,301,239
1886	94,136	78,076	92,910	92,768	90,526	96,355	106,594	114,713	121,217	142,823	182,387	125,582	1,266,971
1887	92,433	81,529	98,482	108,461	9,416	95,924	108,413						
Michigan Southern & Northern Indiana:													
1884	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1885	256,603	304,445	328,454	330,651	267,126	315,258	277,891	368,862	402,219	407,107	449,994	411,800	4,120,152
1886	366,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,526,727
1887	512,846	277,234	412,715	413,970	418,024	381,684	338,558	384,401	429,177	496,555	429,546	353,218	4,650,328
1888	305,457	311,038	395,372	409,248	357,749	307,968	313,130	434,318	488,388	539,871	429,785	390,084	4,603,808
1889	362,021	358,635	381,497	456,933	400,483	363,560	301,495						
Michigan Central:													
1884	242,073	245,858	226,432	238,495	226,453	208,221	193,328	215,449	308,169	375,489	339,794	304,186	3,108,065
1885	252,435	278,848	348,302	338,276	277,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,948
1886	306,324	279,137	344,228	327,241	401,456	368,663	320,105	413,501	476,611	490,694	447,670	376,470	4,520,560
1887	282,439	265,796	337,158	343,737	365,196	335,083	324,946	359,646	429,161	493,640	414,604	308,669	4,260,115
1888	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	414,934	339,373	4,971,073
1889	343,816	304,315	326,880	415,768	369,286	326,511	321,013						
Milwaukee and St. Paul:													
1884	319,763	240,755	261,113	316,266	401,900	369,356	395,412	350,565	761,738	1,101,771	775,616	438,323	5,683,008
1885	368,487	350,834	333,281	426,622	566,718	458,091	423,247						
New York Central:													
1884	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,223	1,002,768	9,693,244
1885	790,167	867,590	911,397	839,126	841,166	818,512	840,552	1,079,551	1,041,522	1,045,101	1,157,813	1,157,813	11,069,563
1886	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,110,329	13,357,709
1887	957,869	956,059	1,246,734	1,255,521	1,132,701	1,162,024	1,495,757	1,524,484	1,524,484	1,524,484	1,524,484	1,524,484	14,575,128
1888	1,086,390	895,887	1,135,745	1,190,491	1,170,415	1,084,633	1,135,461	1,285,911	1,479,929	1,530,519	1,211,108	955,867	14,145,215
1889	845,863	1,076,773	1,227,286	1,093,731	934,636	1,101,693	1,388,915	1,562,073					
Ohio and Mississippi:													
1884	210,329	260,466	309,261	269,444	224,963	222,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1885	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	354,519	3,745,006
1886	267,541	246,109	326,226	277,424	283,180	253,925	247,262	305,454	273,701	302,426	281,613	239,685	3,380,635
1887	242,793	219,065	279,647	284,729	282,939	240,135	234,633	342,521	366,371	379,367	336,066	272,058	3,459,319
1888	211,973	231,351	265,905	252,149	204,620	217,082	194,455						
Philadelphia and Reading:													
1884	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	468,578	466,557	454,828	4,088,831
1885	335,686	361,824	396,771	429,929	505,517	464,890	451,884	574,486	714,302	515,902	746,955	526,009	6,324,083
1886	436,742	617,021	669,384	757,178	936,								

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....	100	1,078,139		Hartford and New Haven.....	100	3,000,000	J. A. J. & O. July '68 3	Portl. Saco & Portland*.....	100	1,500,000	J. & D. Jun '68 3
Allegheny Valley.....	50	1,498,400		Hannibal and St. Joseph.....	100	1,900,000		Providence & Worcester.....	100	1,800,000	J. & J. July '68 4
Alton and St. Louis.....	100	125,000	J. A. J. & O. Oct '67 11	Do.....	100	5,238,830		Raleigh and Gaston.....	100	2,000,000	Jul '68 3
Atlanta and West Point.....	100	1,232,200	J. & J. Jan '68 31	Hanover Branch, Pa.....	50	116,850	M. & N. May '68 5	Rensselaer and Saratoga.....	100	600,000	A. & O. Apr '68 3
Atlantic & N. Carolina.....	100	5,145,225		Housatonic.....	100	820,000		Richmond and Danville.....	100	2,000,000	
Atlantic & Gt. Western.....	50	11,522,150		Do.....	100	1,180,000	J. & J. Jan '68 4	Richmond and Petersburg.....	100	647,000	
Atlantic & St. Lawrence.....	100	2,494,900	J. & J. Jul '68 2	Hudson River.....	100	13,937,100	A. & O. Apr '68 4	Rich. Fred. and Potomac.....	100	1,041,800	
Augusta and Savannah.....	100	733,700	J. & J. Jan '68 31	Hazleton.....	50	1,615,000	May '68 21	Rockport.....	100	88,400	Nov '67 2
Baltimore and Ohio.....	100	18,151,962	A. & O. Apr '68 4	Huntingdon & B'd Top.....	50	494,280		Rome, Water, and Og'n'ber.....	100	2,385,500	Jul '68 5
Do. Washington Br.....	100	1,860,000	A. & O. Apr '68 4	Do.....	100	190,750	J. & J. Jan '68 31	Rutland preferred.....	100	1,000,000	Aug '68 31
Baltimore City Passenger.....	100	670,000		Illinois Central.....	100	23,886,150	F. & A. Aug '68 5	St. L. Alt. and T. Haute.....	100	2,800,000	Annual May '68 7
Bay de Noquet & Marq.....	100	4,420,000	A. & O. Feb '68 31	Indianapolis, Cin. & Lafayette.....	50	1,899,900	M. & F. Sep '67 4	St. L. Jack'n'v. and Chic'o.....	100	1,469,429	
Belleville and Delaware.....	100	997,112	F. & A. Feb '68 31	Jeffersonv. Mad. & Ind.....	100	2,000,000	J. & J. Jan '68 1	Sandusky and Cincinnati.....	100	2,089,000	
Berkshire.....	50	600,000	J. A. J. & O. Jul '68 11	Joliet and Chicago.....	100	1,500,000	J. A. J. & O. Apr '68 11	Do.....	100	392,073	M. & N. Nov '67 3
Blossburg & Corning.....	50	250,000	J. & J. Dec '67 21	Joliet & North Indiana.....	100	800,000	J. & J. Jan '68 4	Sand. Mansf. and Newark.....	100	900,000	
Boston and Albany.....	100	13,725,000	J. & J. Jul '68 5	Lackawanna & Bloombr.....	50	1,325,000		Saratoga and Hudson R.....	100	1,020,000	
Boston and Chelsea.....	100	110,000	A. & O. Apr '68 4	Leeds and Farmington.....	50	2,168,666	J. & J. Jan '67 6	Saratoga and Whitehall.....	100	500,000	A. & O. Apr '68 3
Boston, Concord & Mont.....	100	459,000		Lehigh and Mahanoy.....	50	6,104,000	M. & N. Sep '67 5	Savannah and Charleston.....	100	1,000,000	
Do.....	100	1,340,400	M. & N. May '68 3	Lehigh Valley.....	100	16,734,100	J. A. J. & O. Jul '68 21	Schenck and Susqueh'na.....	100	1,289,150	
Boston and Lowell.....	500	1,830,300	J. & D. Jun '68 4	Lehigh Luzerne.....	50	344,650	J. & J. Jan '68 4	Second and Third St. (Ph.).....	50	203,757	J. & J. Jul '67 2
Boston and Maine.....	100	4,078,974	J. & J. July '68 5	Lexington & Frankfort.....	100	514,646	M. & N. Nov '67 3	Schenck Valley.....	50	576,050	J. & J. Jul '68 21
Boston and Providence.....	100	3,860,000	J. & J. July '68 4	Little Miami.....	50	3,572,400	J. & D. Dec '67 4	Seaboard and Koroake.....	100	868,200	
Broadway (Boston).....	50	325,000	J. A. J. & O. Apr '68 2	Little Schuylkill.....	50	2,646,100	J. & J. Jan '68 2	Second Avenue (N. Y.).....	100	670,000	A. & O. Feb '68 3
Broadway & 7th Av. (N. Y.).....	100	2,100,000	J. & J. Jul '67 5	Lomb. and South St. (Ph.).....	25	90,000		Shamokin V. and Potomac.....	50	869,450	F. & A. Feb '68 3
Brooklyn City.....	100	392,800	F. & A. Feb '68 31	Long Island.....	50	3,000,000	F. M. A. N. Aug '68 2	Shore Line.....	100	6,500,000	J. & J. Jan '68 3
Brooklyn City & New'n.....	100	850,000	M. & N. May '68 3	Long Branch & Sea Shore.....	50	95,194	N. Y. & P. N. Y. Jul '67 10	Sixth Avenue (N. Y.).....	100	750,000	M. & N. Nov '67 3
Buff. New York & Erie.....	100	2,200,000	F. & A. Aug '68 4	Louisv. Cin. and Lex. pr. 100	100	48,638	J. & J. Jul '67 4	Somerville.....	100	75,000	
Buffalo and State Line.....	100	777,800	A. & O. Apr '68 4	Louisville and Frankfort.....	50	1,109,594	J. & J. Jan '68 3	South Carolina.....	100	2,819,275	
Cambridge Horse (Boston).....	100	6,842,200	F. & A. Aug '68 5	Louisville and Nashville.....	100	6,500,000	F. & A. Feb '68 4	South Shore.....	100	259,685	Jul '68 3
Camden and Amboy.....	100	600,000		Louisv. N. Alb. & Chicago.....	100	2,800,000		South Western, Georgia.....	100	3,203,400	F. & A. Feb '68 4
Camden and Atlantic, pref.....	50	721,928	J. & J. Jul '68 31	Lowell and Lawrence.....	100	200,000	A. & O. Apr '68 3	Southern Mississippi.....	100	1,000,000	
Cape Cod Branch.....	50	1,150,000		Macon and Western.....	100	1,500,000		Staten Island.....	100	660,000	
Catawissa.....	50	2,300,000	M. & N. May '68 3	Mahanoy & B'd Mount n.....	50	921,615		Stoney Brook.....	100	287,800	M. & N. May '68 31
Catawissa, pref.....	50	589,110		Maine Central.....	100	1,800,880		Summit Branch.....	50	250,000	J. & J. Jul '68 3
Cayuga & Susquehanna.....	100	4,686,300	J. & J. Jul '68 3	Manchester & Lawrence.....	100	1,000,000	M. & N. May '68 5	Syr. Bingham. and N. Y. 100	1,200,130		
Central of Georgia.....	100	13,768,000	J. A. J. & O. Apr '68 21	Marietta & Cincinnati.....	100	2,029,778		Taunton Branch.....	100	250,000	J. & J. Jul '68 4
Central of New Jersey.....	100	400,000	J. & D. Jun '68 3	Do.....	100	6,585,135	M. & S. Sep '68 3	Tennessee and Alabama.....	100	595,922	
Do.....	100	970,000	J. & D. Oct '67 21	Do.....	100	4,051,724	M. & S. Sep '68 3	Terre Haute and Indiana.....	50	1,983,150	J. & J. Jan '68 3
Con. Park, N. & E. River.....	100	1,201,000		Memphis and Charleston.....	100	6,312,725	M. & S. Mar '68 3	Third Avenue (N. Y.).....	100	1,750,000	
Charlotte & S. Carolina.....	100	380,000	Jul '68 2	Memphis and Ohio.....	100	570,000		Thirteenth and Fif. (Ph.).....	50	1,650,000	J. & J. Jan '68 1
Chemung.....	100	2,017,825	Annual	Metropolitan (Boston).....	100	1,250,000	J. & J. Jul '68 5	Tol. Peoria and Warsaw.....	100	1,700,000	
Cheshire, preferred.....	100	3,856,643	M. & S. Sep '68 5	Michigan Central.....	100	7,502,866	J. & J. Aug '68 4	Do.....	100	1,008,176	
Chicago and Alton.....	100	2,425,576	M. & S. Mar '68 5	Do.....	100	11,085,340	F. & A. Aug '68 5	Tol. Wabash and West.....	100	6,400,000	M. & N. May '68 31
Do.....	100	12,500,000		Middlesex (Boston).....	100	400,000		Troy and Boston.....	100	1,000,000	
Chicago and Gt. Eastern.....	100	4,390,000		Mill Creek and Mineh'.....	50	323,375	J. & J. Aug '67 6	Troy and Greenbush.....	100	274,400	J. & D. Jun '67 31
Chicago, Iowa & Nebras.....	100	1,000,000		Millville and Gloucester.....	100	368,200	F. & A. Aug '67 6	Troy, Salem and Rut'd.....	100	800,000	A. & O. Apr '68 3
Chicago and Milwaukee.....	100	2,227,000		Milw. & Prairie du Chien.....	100	3,082,000	Annual	Union Transp'n (Boa.).....	100	200,000	
Chicago & N. Western.....	100	13,180,927	June '68 10	Do.....	100	1,014,000	Annual	Union (Phila.).....	50	291,475	J. & J. Jul '68 3
Do.....	100	12,994,719	June '68 10	Milw. & St. Paul.....	100	3,627,000	J. & J. Jan '67 5	Utica and Black River.....	100	834,400	J. & J. Jan '68 4
Chicago, R. I. & Pacific.....	100	14,000,000	Sept. '68 10	Do.....	100	3,771,000	J. & J. Jul '68 4	Vermont and Canada.....	100	2,200,000	J. & D. Jun '68 4
Cin. Ham. & Dayton.....	100	3,129,100	M. & N. Jan '68 31	M. Hill & Schuylk. Haven.....	50	3,585,300		Vermont Central.....	100	8,000,000	
Cincinnati City Passenger.....	100	1,000,000	J. & J. Jan '68 31	Mobile and Ohio.....	100	3,585,300		Vermont and Massachusetts.....	100	2,000,000	J. & J. Jan '68 11
Do.....	100	1,600,250		Montgomery & W. Point.....	100	1,444,104	J. & D. Dec '67 4	Virginia Central.....	100	3,353,675	
Cincinnati and Zanesville.....	50	192,750	J. & J. Jul '68 6	Morris and Essex.....	100	5,500,000	F. & A. Feb '67 31	Virginia and Tennessee.....	100	3,45,819	
Citizens' Passenger (Phila.).....	50	1,000,000	F. & A. Aug '68 31	Mt. Carbon & Pt. Carbon.....	50	282,330	F. & A. July '68 5	Western Union.....	100	2,687,237	
Clev., Col. Cin. & Ind.....	100	6,000,000	M. & N. May '68 31	Nashua and Lowell.....	100	600,000	M. & N. May '68 5	West Jersey.....	100	731,050	Aug '68 4
Cleveland & Mahoning.....	100	2,014,600	J. & J. Jul '68 31	Nashville & Chattanooga.....	100	2,066,544		West Philadelphia.....	50	249,100	J. & J. Aug '68 5
Cleveland, Palmy. & Ashta.....	100	5,000,000	J. & J. July '68 3	Naugatuck.....	100	1,100,000	F. & A. Aug '68 5	Wilm. and Mar'chester.....	100	1,130,470	
Cleveland and Pittsburgh.....	50	5,242,091	J. A. J. & O. Jul '68 31	New Bedford & Taunton.....	100	500,000	J. & J. Jul '68 4	Wilm. and Weldon.....	100	1,340,213	
Cleveland and Toledo.....	50	4,841,604	J. & J. O. '67 21	New Haven & N. London.....	100	768,528		Worcester and Nashua.....	75	1,411,000	J. & J. Jun '68 41
Col. & Indianapolis Cen.....	100	4,000,000	J. A. J. & O. Jan '68 4	New Haven & Northampton.....	100	1,224,100	J. & J. Jan '68 3				
Columbus and Xenia.....	50	1,786,200	J. & J. May '68 5	New Jersey.....	100	5,000,000	F. & A. Mar '68 4				
Concord.....	50	350,000	M. & N. Jun '68 31	New London Northern.....	100	895,000	M. & S. Aug '68 4				
Concord & Portsmouth.....	100	500,000	J. & D. Jun '68 31	New York Central.....	100	26,530,000	F. & A. Jul '68 4				
Coney Island & Brooklyn.....	100	500,000		New York and Harlem.....	100	1,250,000	J. & J. Jul '68 5				
Conn. & Passump. Rivers.....	100	1,000,000		Do.....	100	6,000,000	J. & J. Jul '68 5				
Do.....	100	1,075,300	J. & J. Jul '68 3	New York & New Haven.....	100	1,755,231	J. & J. Jan '68 5				
Connecticut River.....	100	1,550,000	J. & J. Jul '68 5	N. Y. Provid. & Boston.....	100	1,000,000	J. & J. Jan '68 5				
Cumberland Valley.....	50	1,316,900	A. & O. Apr '68 4	Niag. Bridge & Cananda.....	100	1,000,000	J. & J. Jan '68 5				
Danbury and Norwalk.....	100	306,900		Ninth Avenue.....	100	797,400					
Dayton and Michigan.....	100	2,384,941	J. & J. Jul '68 3	North Carolina.....	100	4,000,000					
Delaware.....	50	466,132	J. & J. Jul '68 5	Northern Central.....	100	4,648,900	May '68 2				
Del. Lackaw. & Western.....	100	11,288,550	J. & J. Jul '68 5	North Eastern (S. O.) pref.....	100	155,000	F. M. A. N. May '67 4				
Des Moines Valley.....	100	1,550,050		Northern of N. Hampsh.....	100	3,06,400	J. & D. May '68 4				
Detroit & Milwaukee.....	100	1,500,000		Northern of N. Jersey.....	100	153,800					
Do.....	100	1,200,000		North Pennsylvania.....	100	3,150,150					
Dubuque and Sioux City.....	100	1,057,641	Jul '68 31	Norwich & Worcester.....	100	3,368,000	J. & J. Jul '68 3				
Do.....	100	1,957,351	J. & J. Jul '68 4	Ogdens & L. Champlin.....	100	3,977,000	J. & J. Feb '68 3				
Eastern (Mass.).....	100	3,578,304	J. & J. Jul '68 4	Do.....	100	641,200	A. & O. Apr '68 4				
Eastern (N. H.).....	100	492,500	J. & J. Jul '68 4	Ohio and Mississippi.....	100	20,222,641					
East Pennsylvania.....	50	684,500		Do.....	100	5,607,197	J. & D. Jul '68 31				
East Tenn. and Georgia.....	100			Oil Creek & Allegheny R.....	50	4,269,000	J. & J. Jul '68 3				
East Tenn. and Virginia.....	100			Old Colony & Newport.....	100	4,848,300	J. & J. Jul '68 3				
Eighth Avenue (N. Y.).....	100	1,000,000	J. A. J. & O. Jan '68 4	Orange and Newark.....	100	281,550					
Elm. Jeffers & Canand.....	100	500,000	F. & A. May '68 21	Oswego and Syracuse.....	50	482,400	F. & A. Aug '68 4				
Elmira & Williamsport.....	50	500,000	M. & N. May '68 31	Pacific of Missouri.....	100	3,581,900					
Do.....	100	500,000	J. & J. Jul '68 31	Panama.....	100	7,000,000	J. A. J. & O. July '68 6				
Erie Railway.....	100	18,570,100	F. & A. Feb '68 4	Pateron and Ramapo.....	100	248,000	J. & J. Jul '68 21				
Do.....	100	6,555,700	Annual	Patterson and Hudson River.....	100	630,000	J. & J. Jul '68 5				
Erie & North East.....	100	1,142,854	F. & A. Aug '68 4	Pennsylvania.....	100	20,000,000	M. & N. Apr '68 5				
Evansville & Crawfordav.....	100	4,440,884	J. & J. Jan '68 3	Peoria & Bureau Valley.....	100	1,200,000	A. & O. Apr '68 5				
Fitchburg.....	100	247,800	J. & J. Jan '68 3	Philadelphia and Erie.....	50	5,069,450	J. & J. Jan '68 5				
Fitchburg & Worcester.....	100	247,800	J. & J. Jan '68 3	Philadelphia and Reading.....	5						

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	1,720,000	7	Jan. & July.	New York	1896	91
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	6,000,000	7	Apr. & Oct.	New York	1895	79
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York	1870	99 1/2
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	96
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99 1/2
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	91 1/2
Atlantic and Gt. Western:							Funded Coupon Bonds	755,000	7	May & Nov.	"	1883	98
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	92
2d Mortgage	774,700	7	April & Oct.	"	1881		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	76
1st Mortgage, Penn.	2,324,000	7	"	"	1877		Equipment Bonds	2,200,000	10	May & Nov.	"	1887	100 1/2
2d Mortgage	913,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	82 1/2
1st Mortgage, Franklin Branch	319,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Ext'n	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890		Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	68-70		3d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	105,600	7	"	"		
Maryland Sterling Bds of 1833.	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1838		Clev. Painesville and Ashtabula:						
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1885	98	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
" " " 1850.	602,000	6	Jan. & July.	"	1880	97	2d Mortgage	1,000,000	7	"	"	1880	
" " " 1855.	894,250	6	Jan. & July.	"	1875	97	3d Mortgage	1,000,000	7	April & Oct.	"	1892	
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.	"	1867	98 1/2	Cleveland and Pittsburgh:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99 1/2	2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	85
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	"	1875	92
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,106,484	6	Jan. & July.	"	1892	77
Belleville and Indiana:							Consol. S. F. mort. (\$5,000,000)	135,000	7	May & Nov.	"	1900	92
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	70-96	90	Clev., Columbus and Cin.:						
2d Mortgage	483,000	7	"	"	1870	82 1/2	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	68-85	
Income bonds	87,000				1870		Cleveland and Toledo:						
Belvidere Delaware:							1st Mortgage	27,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82 1/2	2d Mortgage	126,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	83	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	97
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	82 1/2	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	101
Boston Concord and Montreal:							Columbus and Indiana Central:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	300,000	7	"	New York.	1865	100	2d mortgage	1,000,000	7	May & Nov.	"		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94 1/2	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Sinking Fund	336,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	99	1st Mortgage	678,900	6	June & Dec.	Boston.	1876	95
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106 1/2
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	Dayton and Michigan:						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	92	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93 1/2
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98 1/2	3d Mortgage	642,000	7	"	"		
Income (in '99 & in '72)	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500	7	"	"		
Special Erie and North-East	149,000	7	"	"	61-70		Dayton and Western:						
Burlington and Missouri:							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
New Land Mortgage.	1,428,000	7	April & Oct.	New York.	1870	93	2d Mortgage	250,000	7	June & Dec.	"		40
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Road bonds	121,160	7	"	"	93-80		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91 1/2
Camden and Amboy:							Guaranteed	100,000	6	"	"	1875	
English debt (S. F.) £380,550.	1,841,862	6	Semi-annual.	London.	1880		State Loan	170,000	6	"	"	1876	
American Loan	3,335	6	"	New York.	1864		Delaware, Lackawanna and W'n						
Loan for \$500,000	210,600	6	"	"	1867		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97 1/2
" " \$800,000	338,040	6	"	"	1870	97 1/2	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	99 1/2
" " \$675,000	675,000	6	April & Oct.	"	1875	93	2d Mortgage	1,668,000	7	March & Sept.	"	1881	100
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88 1/2	Des Moines Valley:						
" " \$2,500,000	867,000	6	May & Nov.	"	1889	88 1/2	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	97	Income	462,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point	1872	90 1/2	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	493,000	7	April & Oct.	"	1879	80 1/2	2d Mortgage	1,000,000	8	"	"	1866	
Catawissa:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Construction bonds, 2d Div'n	660,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	88	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	86 1/2	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97 1/2
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885		1st M. (State) \$75,000 a yr after 64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Keokuk Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,265,800	7	"	"	1875		East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	75-80		Endorsed by State of Tennessee	139,450					
Central Pacific of California:							Mortgage (ordinary)	780,490					
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101 1/2	East Tennessee and Virginia:						
Convertible bonds	1,500,000	7	"	"	1883	110	State of Tennessee Bonds	185,000	6	"	"		
Cheshire:							Endorsed by State of Tennessee	74,000					
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	95	1st Mortgage (after State)	14,000					
Chicago, Burlington & Quincy:							2d Mortgage bonds						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110	Elmira and Williamsport:						
" " " " " " " " " "	3,123,000	8	"	"	1883		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	94
Pain Bonds, dated Sept. 20, 1860	690,000	7	March & Sept.	"	1890		Five per cent bonds	570,000	5	April & Oct.	"		61
2d Mortgage, inconvertible	941,000	4 1/2	July.	Frankfort, O.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. & B. & Q. Scrip	413,250		Jan. & July.	Frankfort, O.			Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Chicago and Alton:							Mortgage Bonds	150,000	7	Feb. & Aug.	"	1861	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	101	Florida:						
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102 1/2	Internal Improvement (State)	1,355,000	7	"	"	1891	
Income Bonds	1,700,000	7	April & Oct.	"	1883	94	Free Land, 2d Mortgage	1,500,000	8	"	"	1891	

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.	
			When payable.	Where payable.						When payable.	Where payable.			
Florida, Atlantic and Gulf Centr.: Internal Improvement (State).....	\$300,000	7			1891		Memphis and Charleston State (Tenn.) Loan.....	\$1,598,530	6	Jan. & July.	New York.	1892		
Free Land, 2d Mortgage.....	200,000	8			1891		1st Mortgage.....	1,254,000	7	May & Nov.	"	1890		
Galena and Chicago Union: 1st Mortgage Coupon.....	1,919,000	7	Feb. & Aug.	New York.	1882	100	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	70	
2d Mortgage (S. F.) Coupon.....	1,173,000	7	May & Nov.	"	1875	96	Michigan Central: 1st Mortgage Sterling.....	467,439	6	Jan. & July.	London.	1872		
Elgin and State Line.....	189,000	7	Jan. & July.	"	1879		1st Mortgage St'g (convertible).....	500,000	8	March & Sept.	"	1869		
Mississippi River Bridge.....	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar.....	1,777,000	8	"	N. Y. & Boston	1882	112	
Great Western, Ill.: 1st Mortgage Western Division.....	1,000,000	10	April & Oct.	New York.	1868	102	1st Mortgage (convert.) Dollar.....	293,000	8	April & Oct.	"	1882	116	
Eastern.....	45,000	7	Feb. & Aug.	"	1888		1st Mortgage (S. F.) convertible.....	4,231,500	8	"	"	1882	116	
1st Mortgage whole line.....	2,500,000	7	"	"	1888		Mich. Southern and N'n Indiana: Northern Indiana, 1st.....	640	7	Feb. & Aug.	New York.	1861		
2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	77	Goshen Air Line.....	637,000	7	Feb. & Aug.	"	1868	97	
Hannibal and St. Joseph: Missouri State Loan (1st lien).....	3,000,000	6	Jan. & July.	New York.	1873-78	92	Detroit and Toledo.....	924,000	7	"	"	1876	94	
Land Security.....	3,344,000	7	April & Oct.	"	1891	96	1st General Mortgage (S. F.).....	4,788,000	7	May & Nov.	"	1886	101	
Convertible Bonds.....	822,000	7	Jan. & July.	"	1883	98	2d General Mortgage.....	2,693,000	7	"	"	1877	98	
Harrisburg and Lancaster: New Dollar Bonds.....	661,000	6	Jan. & July.	Philadelphia.	1883	89	Milwaukee and St. Paul: 1st Mortgage.....	4,593,000	7	Jan. & July.	New York.	1898	93	
Hartford and New Haven: 1st Mortgage.....	927,000	6	Feb. & Aug.	New York.	1883	99	2d Mortgage.....	1,500,500	7	April & Oct.	"	1884	90	
Houston: 1st Mortgage.....	202,500	6	Jan. & July.	Bridgeport.	1877		Real Estate Purchase.....	138,500				1874		
Houston and Texas Central: State (1st Lien) Loan.....	210,000				1866		Milwaukee and Prairie du Chien: 1st Mortgage (coupon).....	390,500	7	Jan. & July.	New York.	1891		
Mortgage.....	125,000	7			1866		Minnesota and Pacific.....	1,200,000	7	Jan. & July.		1892	61	
Hudson River: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1869-70	100	Real Estate.....	1,246,000	7	May & Nov.	New York.			
2d Mortgage (S. F.).....	2,000,000	7	June & Dec.	"	1885	105	Mississippi Central: 1st Mortgage.....	1,617,000	8	Feb. & Aug.	"			
3d Mortgage.....	1,840,000	7	May & Nov.	"	1875	101	2d Mortgage.....							
Convertible.....	1,002,000	7	"	"	1867	100	Mississippi Central and Tenn.: State (Tenn.) Loan.....	629,000	6					
Illinois Central: Optional Right Bonds.....	26,000	7	Jan. & July.	New York.	1868		Mississippi and Missouri: 1st Mortgage (convertible).....	1,000,000	7		New York.			
Construction.....	5,090,600	7	April & Oct.	London.	1875		2d Mortgage (S. F.).....	400,000	8		"			
Construction.....	2,499,000	6	"	New York.	1875	20	1st Land Grant.....	3,612,000	7		"			
Redemption bonds.....	2,563,000	6	"	"	1860		Mississippi and Tennessee: Tennessee State Loan.....	167,800	6	Jan. & July.	New York.	1885		
Sterling Redemption bonds.....	365,000	7	"	London.	1875		1st Mortgage.....	600,000	6	"	"	1876		
Illinois and Southern Iowa: 1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	74	Income Bonds.....	297,500	10	"	Memphis.	1870		
Indiana Central: 2d Mortgage.....	264,000	10	Jan. & July.	New York.	1870	100	Mobile and Ohio: Tennessee State Bonds.....	1,099,160	6	Jan. & July.	New York.	1882		
Indianapolis and Cincinnati: 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1888	93	Sterling (1st mort.) Bonds.....	4,187,000	6	"	London.			
Ind., Pittsburg and Cleveland: 1st Mortgage.....	680,000	7	Jan. & July.	New York.	1870		"		6	"	Mobile.	1861		
2d Mortgage.....	547,000	7	"	"			Income Bonds of 1841.....	148,200	8	"	N. Y. & Mob.	1861		
Indianapolis and Madison: Mortgage.....	640,000	7	May & Nov.	New York.	1881	85	"	1862-'67.....	625,700	8	"	Mobile.	1862-'66	
Jeffersonville: 1st Mortgage.....	187,000	7	March & Sept.	New York.	1861	85	ten years.....	75,342	8	"	"			
2d Mortgage.....	392,000	7	April & Oct.	"	1873	66	Montgomery and West Point: Mortgage (due 1863 and '65).....	30,500	6			1863-'65		
Joliet and Chicago: 1st Mortgage (S. F.).....	500,000	8	April & Oct.	New York.	1883	101	Bonds.....	61,500				1866		
Joliet and N. Indiana: 1st Mortgage (guar.).....	800,000	8	Jan. & July.	New York.	1874		Bonds.....	100,000		Jan. & July.		1870		
Kennebec and Portland: 1st Mortgage (City and Town).....	900,000	6	April & Oct.	Boston.	1870		Bonds.....	299,200		"		1876		
2d Mortgage.....	230,000	6	"	Augusta.	1861		Bonds.....	639,500		"		1881		
*Kentucky Centr. (Cov. and Lex.) 1st Mortgage.....	160,000	6					Morris and Essex: 1st Mortgage (S. F.).....	5,000,000	7	May & Nov.	New York.	1915	101	
1st Mortgage.....	280,000	6					2d Mortgage.....	1,600,000	7	Feb. & Aug.	"	1891	89	
2d Mortgage (convertible).....	1,006,000	7					Muscogee: 1st Mortgage.....	249,000	7					
Lehigh Valley: 1st Mortgage.....	1,477,000	6	May & Nov.	Philadelphia.	1873	86	Nashville and Chattanooga: Mortgage (State endorsed).....	1,500,000						
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.).....	875,000	7	May & Nov.	Milwaukee.	1872		Naugatuck: 1st Mortgage conv.....	224,000	7	Jan. & July.	Bridgeport.	1876		
Lackawanna and Bloomsburg: 1st Mortgage.....	2,024,878	7	Jan. & July.	Philadelphia.	1881		1st Mortgage.....	2,235,000	6					
Lexington and Frankfort: Mortgage, due 1869 and '74.....	65,000	6	Jan. & July.	Lexington.	1869-74		N. Hav., N. Lond. and Stonington: 2d Mortgage.....	200,000	6	Jan. & July.	New Haven.	1863	91	
Little Miami: Mortgage (coupon).....	1,489,000	6	May & Nov.	New York.	1883	100	Extension.....	116,000	6	May & Nov.	"	1878		
Long Island: State Loan (S. F.).....	100,000	6	Jan. & July.	New York.	1876	92	New Haven and Northampton: 1st Mortgage.....	500,000	7	Jan. & July.	New Haven.	1869		
1st Mortgage.....	500,000	6	Feb. & Aug.	"	1870		1st Mortgage (H. & Hamp.).....	105,000	6					
Ext. bonds (Hunter's Point).....	175,000	7	Feb. & Aug.	"	1890		New Jersey: Company's (various).....	850,000	6	Semi-annually.	New York.	var.		
Ext. bonds (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893		New London Northern: 1st Mortgage.....	60,000	7	Jan. & July.	New London.	1871	100	
Long Dock Co.: Mortgage Bonds.....	2,007,000	7	June & Dec.	New York.	1882	97	Extension Bonds.....	72,800	6	March & Sept.	"	1886		
Louisville and Frankfort: 1st Mortgage.....	100,000	6	Jan. & July.	New York.	1881		N. Orleans, Jackson and Gt. North: 1st Mortgage Coupon.....	2,741,000	8	Jan. & July.	New York.	1886		
Louisville and Nashville: 1st Mortgage Main Stem.....	1,594,000	7	Feb. & Aug.	New York.	1868-77		2d Mortgage Bonds.....	241,000						
Lebanon Branch 1st Mortgage.....	600,000	7	"	"	1870-85		N. Orleans, Opelousa and Gt. West.: Louisiana State Loan.....	650,000	6			1863-'65		
Memphis Branch 1st Mortgage.....	267,000	7	"	"	1870-76		New Orleans City Subscription 1st Mort. Construction.....	1,600,000	8			1889		
Bardonia and Louisville.....	30,000	7	"	"	1870		New York Central: Premium (S. F.) Bonds.....	1,730,600	8					
City of Louisville bonds.....	1,074,000				1868-87		Funding (S. F.) Bonds.....	6,189,954	6	May & Nov.	New York.	1883	96	
Louisville, Cin. and Lexington: 1st Mort. (\$5,000,000).....	1,500,000	7	Jan. & July.	New York.	1897	36	Exchanged St'ks (S. F.) Bds.....	1,514,000	7	Feb. & Aug.	"	1876	104	
Maine Central: Loan \$1,100,000.....	1,092,900	6			1868-77		"	194,000	6	May & Nov.	"	1883		
Loan \$400,000.....	314,100	6			1870-71		"	77,000	6	"	"	1883		
McMinnville and Manchester: State (Tenn.).....	372,000	6			1870-76		Real Estate (S. F.) Bonds.....	165,000	6	"	"	1883		
Mortgage.....	24,000	7			1870		Real Estate Bonds & Mortgages.....	131,216	6	var.	"	var.		
Marietta and Cincinnati: 1st Mortgage Bonds.....	2,368,385	7	Feb. & Aug.	Baltimore.	1891	92	Bonds of Aug. 1859, Convertible Bonds of Oct. 1863, [S. F.].....	45,560	7	Feb. & Aug.	"	1883		
1st Mortgage Sterling.....	1,000,000	7	May & Nov.	"	1888	78	2,900,000	6	June & Dec.	"	1876	183		
2d Mortgage.....	300,000	7	"	"	1888		New York and Erie: 1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1867	104	
Esoto and Hooking Val. R. mort. State (Tenn.) Loan.....	910,000	6					2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	103	
Memphis, Clarksv. and Louisv. State (Tenn.) Loan.....	910,000	6					3d Mortgage.....	6,000,000	7	"	"	1883	98	
Memphis and N. Ohio State (Tenn.) Loan.....	940,000	6					4th Mortgage.....	4,411,000	7	April & Oct.	"	1880	93	
							5th Mortgage.....	928,500	7	June & Dec.	"	1888	90	
							Buffalo Branch.....	185,400	7	Jan. & July.	London.	1891		
							Sterling Bonds.....	3,875,520				1876		
							New York and Harlem: 1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1878	103	
							Consolidated.....	1,000,000	7	Feb. & Aug.	"	1893	106	
							3d Mortgage.....	950,500	7	Jan. & July.	"	1867	92	
							New York and New Haven: Mortgage Bonds Coupon.....	1,868,500	6	April & Oct.	New York.	1875	97	
							N. York, Providence and Boston: 1st Mortgage.....	500,000	7	Feb. & Aug.	New York.	1875	97	

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond	1875-76	
North-Eastern (S. C.):							Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	73 1/2
1st Mortgage	700,000	7	March & Sep.	Charleston	1869		Mortgage (Registered)	504,000	7	"	"	1873	73 1/2
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Prof. Stock (see'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1874		Mortgage bonds	150,500	7	June & Dec.	Petersburg	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore			Rome, Watertown and Ogdensburg:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99	1st Mortgage (S. F.)	430,000	7	June & Dec.	New York	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	152
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84 1/2	2d Mortgage	937,500	7	"	"	1863	56
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1890	88 1/2	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	90 1/2	1st Mortgage	400,000	10	Jan. & July	New York	1875	118
Chatel Mortgage	360,000	10	"	"	1887	112	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1891	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1890	75
Norwich and Worcester:							2d Mortgage	148,000	7	"		1875	
Mass. State Loan	185,000	6	Jan. & July	Boston	1877		Six per cents	73,912	6	"		1873	
Bonds for Dividend Serp.	59,000	7	"	New York	1874		Sandusky, Mansfield and N. Y.:						
Steamboat Bonds	70,500	7	Feb. & Aug.	"	1873-70		1st Mortgage	1,200,000	7	Jan. & July	New York	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	95 1/2	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	123,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		State Loan	187,000	6	"		1869	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	"	1875		Domestic Bonds	234,500	6	Jan. & July		1873-74	
2d Extension	570,500	8	May & Nov.	"	1873	79 1/2	Domestic Bonds	643,500	7	April & Oct.		1891-92	
Ogdensburg & Lake Champlain:							Ster. Skg. 1d b'ds after Jan. 1, 1870	2,012,994	5	Jan. & July	London	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston	1869	100	Do. do. do.	273,187	5	Jan. & July	Charleston	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	386,000	6	Jan. & July	Oswego	70-80		1st Mortgage	500,000		"			
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July	New York	1868-70	54 1/2	1st Mortgage	437,000		"			
Panama:							Steubent and Ind. (P. C. and O.):						
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870		1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870	70
1st Mortgage Sterling	246,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	100
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York	1898	91	1st Mortgage (series A)	1,100,000	7	Jan. & July	New York	1894	94
Pennsylvania:							" " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	100 1/2	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
2d Mortgage	2,821,000	6	April & Oct.	"	1875	99 1/2	" " (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage Sterling	2,283,840	6	"	London	1875		" " Income (series E)	1,700,000	7	"	"	1894	83
State Works Bonds	6,700,000	5	Jan. & July	Harrisburg	1894	102	St. L., Jacksonv. and Chicago:						
Penobscot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	74-76		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Mortgage (70-75)	800,000	6	Jan. & July	Petersburg	70-75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1862-70-72)	814,900	6	"	"	72-72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-68)	175,000	6	"	"	65-68		1st Mortgage	1,600,000	7	June & Dec.	New York	1894	83
Last Mortgage (1863 to 1869)	42,000	8	"	"	63-69		Toledo, Wabash and Western:						
Phila., Germantown and Norristown:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York	1890	50 1/2
Convertible Loan	292,500	6	Jan. & July	Philadelphia	1885		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	83
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia	1877	101 1/2	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
2d Mortgage (General)	5,000,000	6	"	"	1881	91 1/2	Sinking Fund Bds (T. W. & W.)	232,000	7	April & Oct.	"	1871	86 1/2
2d Mortgage	3,000,000	7	"	"	1885	80	Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York	1882	72 1/2
3d Mortgage	4,000,000	6	"	"	1901		Consol. mort. (T. W. & W.)	1,380,000		"			
Philadelphia and Reading:							Vermont Central:						
Bonds of 1866 (unconvertible)	182,400	5	Jan. & July	Philadelphia	1880		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	81 1/2
" 1849, "	2,356,600	6	April & Oct.	"	1870	105	2d Mortgage Coupon	1,500,000	7	Jan. & July	"	1867	42 1/2
" 1861, "	106,000	6	Jan. & July	"	1871	96	Vermont and Massachusetts:						
" 1843, "	1,525,800	6	"	"	1880	92 1/2	Mortgage Bonds	924,905	6	Jan. & July	Boston	1883	94
" 1844, "	804,000	6	"	"	1880	92	Virginia Central:						
" 1845, "	101,000	6	"	"	1880	92 1/2	Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880	
" 1849, "	67,000	6	"	"	1880	92 1/2	Mortgage (coupons)	206,500	5	"	Richmond	1872	
1867, (convertible)	171,500	6	"	"	1886	93	Mortgage (coupons)	983,000	6	"	New York	1884	
1883, "	283,000	7	"	"	72-77		State Loan 1855-60	210,000	6	"	Richmond		
Phila., Wilmington and Baltimore:							Coupon bonds of 1885	55,000	8	"			
Mortgage Loan	411,000	6	Jan. & July	Philadelphia	1884	97	Funding Interest bonds	185,098	8	"		1876	
Pittsburg and Connellsville:							Dividend bonds	121,227	6	"		70-77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74 1/2	Virginia and Tennessee:						
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	494,000	6	Jan. & July	New York	1872	
1st Mortgage (series A)	875,000	7	Jan. & July	New York	1912	103 1/2	2d Mortgage	23,500	6	"	"	1878	
" (series B)	875,000	7	Feb. & Aug.	"	1912		3d or Income Mortgage	314,500	6	"	"	1905	55
" (series C)	875,000	7	Mar. & Sept.	"	1912		Enlarged Mortgage	598,500	6	"	"	1894	
" (series D)	875,000	7	April & Oct.	"	1912		Warren (N. J.):						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York	1875	
" (series F)	875,000	7	Jun. & Dec.	"	1912		Warwick Valley, N. Y.:						
2d Mortgage (series G)	860,000	7	Jan. & July	"	1912	93	1st Mortgage	85,000	7	April & Oct.	New York	1880	84
" (series H)	860,000	7	Feb. & Aug.	"	1912		Watertown and Rome:						
" (series I)	860,000	7	Mar. & Sept.	"	1912		Mortgage (new bonds)	709,500	7	March & Sept.	New York	1880	
" (series J)	860,000	7	April & Oct.	"	1912		Western (Mass.):						
" (series K)	860,000	7	May & Nov.	"	1912		Sterling (\$299,900)	4,319,520	5	April & Oct.	London	68-71	
" (series L)	860,000	7	June & Dec.	"	1912		Dollar Bonds	936,500	6	"	Boston	1875	100 1/2
3d Mortgage	2,000,000	7	April	"	1912	93	West Jersey:						
Bridge Bonds	155,000	7	May & Nov.	Philadelphia	1876		1st Mortgage	238,000	6	March & Sept.	Camden	1893	92 1/2
Pittsburg and Steubenville:							2d Mortgage	780,000	7	"	Philadelphia	1896	
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881	75	Western Maryland:						
Potomac and Waterdown:							1st Mortgage	596,000	6	Jan. & July	Baltimore	1890	79
1st Mortgage guaranteed	521,500	7	June & Dec.	New York	64-74		1st Mortgage guaranteed	200,000	6	"	"	1890	85
Quincy and Toledo:							Western Pacific:						
1st Mortgage	530,000	7	May & Nov.	New York	1900	20	1st Mortgage	3,155,400	6	June & Dec.	N.Y. & Lond	1895	
Raleigh and Gaston:							2d Mortgage	596,000	7	Feb. & Aug.	"	1896	
Coupon	100,000				1862		Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	200,000	7	June & Dec.	New York	1886	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1889		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1883		Income Bonds	16,000	7	March & Sept.	"	1894	
Equipment Bonds	296,000	7	"	"	1876		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,887	6	"	London	1861	
Sterling (\$27,000)	324,000	6	"	"	1860			179,777		"		1866	

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "all" and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Value of Shares.										
										Par.	Paid.									
										Dividends.										
										Net.										
										Gross.										
										Freight.										
										Passenger.										
										Trains Moved.										
										Railroad Operated.										
										Surplus Income.										
										Accounts.										
										Bonds.										
										Stocks.										
										Accounts and Cash.										
										Assets.										
										Rolling Stock.										
										Railroad.										
Companies.																				
Rolling Stock.																				
Engines.																				
Pass.																				
Freight.																				
Track and Sidings.																				
Branch Line.																				
Main Line.																				
Years ending.																				
Sept. 30, 1897	Adirondack	1	1	1	2,079,058	307,900	83,330	346,178	1,479,698	4,388,880	111,314	1,072,994	150.0	43.9	20,733	3,690,000	2,392,230	604,307	298,850	100
Sept. 30, 1897	Alabama and Florida	14	2	124	2,401,766	10,099,000	8,927,986	315,556	7,921,412	10,182,137	127,871	1,072,994	150.0	82.4	781,801	3,690,000	2,392,230	3,508,511	781,801	100
Sept. 30, 1897	Albany and Susquehanna	16	15	7	4,976,083	1,997,980	1,047,980	315,556	1,101,043	1,034,380	127,871	1,072,994	150.0	90.2	21,396	3,690,000	2,392,230	78,238	61,251	100
Oct. 31, 1897	Allegheny Valley	12	10	8	5,000,000	694,487	694,487	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Oct. 31, 1897	Androscooggin	10	8	101	606,000	85,856	85,856	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Ashuelot	18	6	78	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and West Point	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Great West	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Gulf	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and North Carolina	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and St. Lawrence	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Mount Morris	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Md. & N. Y.	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and W. Va.	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Baltimore and Ohio	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Washington Branch	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Bay of Vezou and Maryland	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Bellefontaine	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Belvidere	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Bennington and Rutland	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Albany	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston, Clinton and Fitchburg	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston, Concord and Fitchburg	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston, Haverhill and Fitchburg	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Maine	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98	66	1,200,000	337,648	337,648	315,556	721,058	315,000	44,437	370,827	12.5	46.165	61,251	3,690,000	2,392,230	78,238	61,251	100
Nov. 30, 1897	Atlantic and Boston and Lowell	16	98																	

Dec. 31, 1897	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "†."

[illegible]

Feb. 20, 1868		Feb. 20, 1869		Feb. 20, 1870		Feb. 20, 1871		Feb. 20, 1872		Feb. 20, 1873		Feb. 20, 1874		Feb. 20, 1875		Feb. 20, 1876		Feb. 20, 1877		Feb. 20, 1878		Feb. 20, 1879		Feb. 20, 1880		Feb. 20, 1881		Feb. 20, 1882		Feb. 20, 1883		Feb. 20, 1884		Feb. 20, 1885		Feb. 20, 1886		Feb. 20, 1887		Feb. 20, 1888		Feb. 20, 1889		Feb. 20, 1890		Feb. 20, 1891		Feb. 20, 1892		Feb. 20, 1893		Feb. 20, 1894		Feb. 20, 1895		Feb. 20, 1896		Feb. 20, 1897		Feb. 20, 1898		Feb. 20, 1899		Feb. 20, 1900		Feb. 20, 1901		Feb. 20, 1902		Feb. 20, 1903		Feb. 20, 1904		Feb. 20, 1905		Feb. 20, 1906		Feb. 20, 1907		Feb. 20, 1908		Feb. 20, 1909		Feb. 20, 1910		Feb. 20, 1911		Feb. 20, 1912		Feb. 20, 1913		Feb. 20, 1914		Feb. 20, 1915		Feb. 20, 1916		Feb. 20, 1917		Feb. 20, 1918		Feb. 20, 1919		Feb. 20, 1920		Feb. 20, 1921		Feb. 20, 1922		Feb. 20, 1923		Feb. 20, 1924		Feb. 20, 1925		Feb. 20, 1926		Feb. 20, 1927		Feb. 20, 1928		Feb. 20, 1929		Feb. 20, 1930		Feb. 20, 1931		Feb. 20, 1932		Feb. 20, 1933		Feb. 20, 1934		Feb. 20, 1935		Feb. 20, 1936		Feb. 20, 1937		Feb. 20, 1938		Feb. 20, 1939		Feb. 20, 1940		Feb. 20, 1941		Feb. 20, 1942		Feb. 20, 1943		Feb. 20, 1944		Feb. 20, 1945		Feb. 20, 1946		Feb. 20, 1947		Feb. 20, 1948		Feb. 20, 1949		Feb. 20, 1950		Feb. 20, 1951		Feb. 20, 1952		Feb. 20, 1953		Feb. 20, 1954		Feb. 20, 1955		Feb. 20, 1956		Feb. 20, 1957		Feb. 20, 1958		Feb. 20, 1959		Feb. 20, 1960		Feb. 20, 1961		Feb. 20, 1962		Feb. 20, 1963		Feb. 20, 1964		Feb. 20, 1965		Feb. 20, 1966		Feb. 20, 1967		Feb. 20, 1968		Feb. 20, 1969		Feb. 20, 1970		Feb. 20, 1971		Feb. 20, 1972		Feb. 20, 1973		Feb. 20, 1974		Feb. 20, 1975		Feb. 20, 1976		Feb. 20, 1977		Feb. 20, 1978		Feb. 20, 1979		Feb. 20, 1980		Feb. 20, 1981		Feb. 20, 1982		Feb. 20, 1983		Feb. 20, 1984		Feb. 20, 1985		Feb. 20, 1986		Feb. 20, 1987		Feb. 20, 1988		Feb. 20, 1989		Feb. 20, 1990		Feb. 20, 1991		Feb. 20, 1992		Feb. 20, 1993		Feb. 20, 1994		Feb. 20, 1995		Feb. 20, 1996		Feb. 20, 1997		Feb. 20, 1998		Feb. 20, 1999		Feb. 20, 2000		Feb. 20, 2001		Feb. 20, 2002		Feb. 20, 2003		Feb. 20, 2004		Feb. 20, 2005		Feb. 20, 2006		Feb. 20, 2007		Feb. 20, 2008		Feb. 20, 2009		Feb. 20, 2010		Feb. 20, 2011		Feb. 20, 2012		Feb. 20, 2013		Feb. 20, 2014		Feb. 20, 2015		Feb. 20, 2016		Feb. 20, 2017		Feb. 20, 2018		Feb. 20, 2019		Feb. 20, 2020		Feb. 20, 2021		Feb. 20, 2022		Feb. 20, 2023		Feb. 20, 2024		Feb. 20, 2025		Feb. 20, 2026		Feb. 20, 2027		Feb. 20, 2028		Feb. 20, 2029		Feb. 20, 2030		Feb. 20, 2031		Feb. 20, 2032		Feb. 20, 2033		Feb. 20, 2034		Feb. 20, 2035		Feb. 20, 2036		Feb. 20, 2037		Feb. 20, 2038		Feb. 20, 2039		Feb. 20, 2040		Feb. 20, 2041		Feb. 20, 2042		Feb. 20, 2043		Feb. 20, 2044		Feb. 20, 2045		Feb. 20, 2046		Feb. 20, 2047		Feb. 20, 2048		Feb. 20, 2049		Feb. 20, 2050		Feb. 20, 2051		Feb. 20, 2052		Feb. 20, 2053		Feb. 20, 2054		Feb. 20, 2055		Feb. 20, 2056		Feb. 20, 2057		Feb. 20, 2058		Feb. 20, 2059		Feb. 20, 2060		Feb. 20, 2061		Feb. 20, 2062		Feb. 20, 2063		Feb. 20, 2064		Feb. 20, 2065		Feb. 20, 2066		Feb. 20, 2067		Feb. 20, 2068		Feb. 20, 2069		Feb. 20, 2070		Feb. 20, 2071		Feb. 20, 2072		Feb. 20, 2073		Feb. 20, 2074		Feb. 20, 2075		Feb. 20, 2076		Feb. 20, 2077		Feb. 20, 2078		Feb. 20, 2079		Feb. 20, 2080		Feb. 20, 2081		Feb. 20, 2082		Feb. 20, 2083		Feb. 20, 2084		Feb. 20, 2085		Feb. 20, 2086		Feb. 20, 2087		Feb. 20, 2088		Feb. 20, 2089		Feb. 20, 2090		Feb. 20, 2091		Feb. 20, 2092		Feb. 20, 2093		Feb. 20, 2094		Feb. 20, 2095		Feb. 20, 2096		Feb. 20, 2097		Feb. 20, 2098		Feb. 20, 2099		Feb. 20, 2100		Feb. 20, 2101		Feb. 20, 2102		Feb. 20, 2103		Feb. 20, 2104		Feb. 20, 2105		Feb. 20, 2106		Feb. 20, 2107		Feb. 20, 2108		Feb. 20, 2109		Feb. 20, 2110		Feb. 20, 2111		Feb. 20, 2112		Feb. 20, 2113		Feb. 20, 2114		Feb. 20, 2115		Feb. 20, 2116		Feb. 20, 2117		Feb. 20, 2118		Feb. 20, 2119		Feb. 20, 2120		Feb. 20, 2121		Feb. 20, 2122		Feb. 20, 2123		Feb. 20, 2124		Feb. 20, 2125		Feb. 20, 2126		Feb. 20, 2127		Feb. 20, 2128		Feb. 20, 2129		Feb. 20, 2130		Feb. 20, 2131		Feb. 20, 2132		Feb. 20, 2133		Feb. 20, 2134		Feb. 20, 2135		Feb. 20, 2136		Feb. 20, 2137		Feb. 20, 2138		Feb. 20, 2139		Feb. 20, 2140		Feb. 20, 2141		Feb. 20, 2142		Feb. 20, 2143		Feb. 20, 2144		Feb. 20, 2145		Feb. 20, 2146		Feb. 20, 2147		Feb. 20, 2148		Feb. 20, 2149		Feb. 20, 2150		Feb. 20, 2151		Feb. 20, 2152		Feb. 20, 2153		Feb. 20, 2154		Feb. 20, 2155		Feb. 20, 2156		Feb. 20, 2157		Feb. 20, 2158		Feb. 20, 2159		Feb. 20, 2160		Feb. 20, 2161		Feb. 20, 2162		Feb. 20, 2163		Feb. 20, 2164		Feb. 20, 2165		Feb. 20, 2166		Feb. 20, 2167		Feb. 20, 2168		Feb. 20, 2169		Feb. 20, 2170		Feb. 20, 2171		Feb. 20, 2172		Feb. 20, 2173		Feb. 20, 2174		Feb. 20, 2175		Feb. 20, 2176		Feb. 20, 2177		Feb. 20, 2178		Feb. 20, 2179		Feb. 20, 2180		Feb. 20, 2181		Feb. 20, 2182		Feb. 20, 2183		Feb. 20, 2184		Feb. 20, 2185		Feb. 20, 2186		Feb. 20, 2187		Feb. 20, 2188		Feb. 20, 2189		Feb. 20, 2190		Feb. 20, 2191		Feb. 20, 2192		Feb. 20, 2193		Feb. 20, 2194		Feb. 20, 2195		Feb. 20, 2196		Feb. 20, 2197		Feb. 20, 2198		Feb. 20, 2199		Feb. 20, 2200		Feb. 20, 2201		Feb. 20, 2202		Feb. 20, 2203		Feb. 20, 2204		Feb. 20, 2205		Feb. 20, 2206		Feb. 20, 2207		Feb. 20, 2208		Feb. 20, 2209		Feb. 20, 2210		Feb. 20, 2211		Feb. 20, 2212		Feb. 20, 2213		Feb. 20, 2214		Feb. 20, 2215		Feb. 20, 2216		Feb. 20, 2217		Feb. 20, 2218		Feb. 20, 2219		Feb. 20, 2220		Feb. 20, 2221		Feb. 20, 2222		Feb. 20, 2223		Feb. 20, 2224		Feb. 20, 2225		Feb. 20, 2226		Feb. 20, 2227		Feb. 20, 2228		Feb. 20, 2229		Feb. 20, 2230		Feb. 20, 2231		Feb. 20, 2232		Feb. 20, 2233		Feb. 20, 2234		Feb. 20, 2235		Feb. 20, 2236		Feb. 20, 2237		Feb. 20, 2238		Feb. 20, 2239		Feb. 20, 2240		Feb. 20, 2241		Feb. 20, 2242		Feb. 20, 2243		Feb. 20, 2244		Feb. 20, 2245		Feb. 20, 2246		Feb. 20, 2247		Feb. 20, 2248		Feb. 20, 2249		Feb. 20, 2250		Feb. 20, 2251		Feb. 20, 2252		Feb. 20, 2253		Feb. 20, 2254		Feb. 20, 2255		Feb. 20, 2256		Feb. 20, 2257		Feb. 20, 2258		Feb. 20, 2259		Feb. 20, 2260		Feb. 20, 2261		Feb. 20, 2262		Feb. 20, 2263		Feb. 20, 2264		Feb. 20, 2265		Feb. 20, 2266		Feb. 20, 2267		Feb. 20, 2268		Feb. 20, 2269		Feb. 20, 2270		Feb. 20, 2271		Feb. 20, 2272		Feb. 20, 2273		Feb. 20, 2274		Feb. 20, 2275		Feb. 20, 2276		Feb. 20, 2277		Feb. 20, 2278		Feb. 20, 2279		Feb. 20, 2280		Feb. 20, 2281		Feb. 20, 2282		Feb. 20, 2283		Feb. 20, 2284		Feb. 20, 2285		Feb. 20, 2286		Feb. 20, 2287		Feb. 20, 2288		Feb. 20, 2289		Feb. 20, 2290		Feb. 20, 2291		Feb. 20, 2292		Feb. 20, 2293		Feb. 20, 2294		Feb. 20, 2295		Feb. 20, 2296		Feb. 20, 2297		Feb. 20, 2298		Feb. 20, 2299		Feb. 20, 2300		Feb. 20, 2301		Feb. 20, 2302		Feb. 20, 2303		Feb. 20, 2304		Feb. 20, 2305		Feb. 20, 2306		Feb. 20, 2307		Feb. 20, 2308		Feb. 20, 2309		Feb. 20, 2310		Feb. 20, 2311		Feb. 20, 2312		Feb. 20, 2313		Feb. 20, 2314		Feb. 20, 2315		Feb. 20, 2316		Feb. 20, 2317		Feb. 20, 2318		Feb. 20, 2319		Feb. 20, 2320		Feb. 20, 2321		Feb. 20, 2322		Feb. 20, 2323		Feb. 20, 2324		Feb. 20, 2325		Feb. 20, 2326		Feb. 20, 2327		Feb. 20, 2328		Feb. 20, 2329		Feb. 20, 2330		Feb. 20, 2331		Feb. 20, 2332		Feb. 20, 2333		Feb. 20, 2334		Feb. 20, 2335		Feb. 20, 2336		Feb. 20, 2337		Feb. 20, 2338		Feb. 20, 2339		Feb. 20, 2340		Feb. 20, 2341		Feb. 20, 2342		Feb. 20, 2343		Feb. 20, 2344		Feb. 20, 2345		Feb. 20, 2346		Feb. 20, 2347		Feb. 20, 2348		Feb. 20, 2349		Feb. 20, 2350		Feb. 20, 2351		Feb. 20, 2352		Feb. 20, 2353		Feb. 20, 2354		Feb. 20, 2355		Feb. 20, 2356		Feb. 20, 2357		Feb. 20, 2358		Feb. 20, 2359		Feb. 20, 2360		Feb. 20, 2361		Feb. 20, 2362		Feb. 20, 2363		Feb. 20, 2364		Feb. 20, 2365		Feb. 20, 2366		Feb. 20, 2367		Feb. 20, 2368		Feb. 20, 2369		Feb. 20, 2370		Feb. 20, 2371		Feb. 20, 2372		Feb. 20, 2373		Feb. 20, 2374		Feb. 20, 2375		Feb. 20, 2376		Feb. 20, 2377		Feb. 20, 2378		Feb. 20, 2379		Feb. 20, 2380		Feb. 20, 2381		Feb. 20, 2382		Feb. 20, 2383		Feb. 20, 2384		Feb. 20, 2385		Feb. 20, 2386		Feb. 20, 2387		Feb. 20, 2388		Feb. 20, 2389		Feb. 20, 2390		Feb. 20, 2391		Feb. 20, 2392		Feb. 20, 2393		Feb. 20, 2394		Feb. 20, 2395		Feb. 20, 2396		Feb. 20, 2397		Feb. 20, 2398		Feb. 20, 2399		Feb. 20, 2400		Feb. 20, 2401		Feb. 20, 2402		Feb. 20, 2403		Feb. 20, 2404		Feb. 20, 2405		Feb. 20, 2406		Feb. 20, 2407		Feb. 20, 2408		Feb. 20, 2409		Feb. 20, 2410		Feb. 20, 2411		Feb. 20, 2412		Feb. 20, 2413		Feb. 20, 2414		Feb. 20, 2415		Feb. 20, 2416		Feb. 20, 2417		Feb. 20, 2418		Feb. 20, 2419		Feb. 20, 2420		Feb. 20, 2421		Feb. 20, 2422		Feb. 20, 2423		Feb. 20, 2424		Feb. 20, 2425		Feb. 20, 2426		Feb. 20, 2427		Feb. 20, 2428		Feb. 20, 2429		Feb. 20, 2430		Feb. 20, 2431		Feb. 20, 2432		Feb. 20, 2433		Feb. 20, 2434		Feb. 20, 2435		Feb. 20, 2436		Feb. 20, 2437		Feb. 20, 2438		Feb. 20, 2439		Feb. 20, 2440		Feb. 20, 2441		Feb. 20, 2442		Feb. 20, 2443		Feb. 20, 2444		Feb. 20, 2445		Feb. 20, 2446		Feb. 20, 2447		Feb. 20, 2448		Feb. 20, 2449		Feb. 20, 2450		Feb. 20, 2451		Feb. 20, 2452		Feb. 20, 2453		Feb. 20, 2454		Feb. 20, 2455		Feb. 20, 2456		Feb. 20, 2457		Feb. 20, 2458		Feb. 20, 2459		Feb. 20, 2460		Feb. 20, 2461		Feb. 20, 2462		Feb. 20, 2463		Feb. 20, 2464		Feb. 20, 2465		Feb. 20, 2466		Feb. 20, 2467		Feb. 20, 2468		Feb. 20, 2469		Feb. 20, 2470		Feb. 20, 2471		Feb. 20, 2472		Feb. 20, 2473		Feb. 20, 2474		Feb. 20, 2475		Feb. 20, 2476		Feb. 20, 2477		Feb. 20, 2478		Feb. 20, 2479		Feb. 20, 2480		Feb. 20, 2481		Feb. 20, 2482		Feb. 20, 2483		Feb. 20, 2484		Feb. 20, 2485		Feb. 20, 2486		Feb. 20, 2487		Feb. 20, 2488		Feb. 20, 2489		Feb. 20, 2490		Feb. 20, 2491		Feb. 20, 2492		Feb. 20, 2493		Feb. 20, 2494		Feb. 20, 2495		Feb. 20, 2496		Feb. 20, 2497		Feb. 20, 2498		Feb. 20, 2499		Feb. 20, 2500		Feb. 20, 2501		Feb. 20, 2502		Feb. 20, 2503		Feb. 20, 2504		Feb. 20, 2505		Feb. 20, 2506		Feb. 20, 2507		Feb. 20, 2508		Feb. 20, 2509		Feb. 20, 2510		Feb. 20, 2511		Feb. 20, 2512		Feb. 20, 2513		Feb. 20, 2514		Feb. 20, 2515		Feb. 20, 2516		Feb. 20, 2517		Feb. 20, 2518		Feb. 20,	
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PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Length. Completed: equal to in single trip.	Equipment. In progress or projected.	Equip-ment.		Compa-nies.	Cost of Road and Equip-ment.	Share Capital paid in	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	Cars.				Bonded Debt.	Floting Debt.	Gross.	Net.			
	m.		No.	N.		\$	\$	\$	\$	\$	\$	P. C.		
30 Nov. '67	3.53				MASSACHUSETTS.	110,000	119,000			8.8.0	7,596	6.8		3
30 Nov. '67	8.84		265	39	Boston and Chelsea	402,463	325,000		64,336	187,427	29,470	9.5		10
30 Nov. '67	28.31		48	8	Broadway, Boston	877,894	727,800	150,000	94			9.0		10
30 Nov. '67	3.99				Cambridge	66,908	55,800		1,686	27,208	5,538			1
30 Nov. '67	12.50		198	32	Lowell (Horse)	299,470	200,000	50,000	48,9.4	164,987	loas.			1
0 Nov. '67	3.90				Lynn and Boston	60,246	200,000	55,768		24,135	loas.			1
30 Nov. '67	3.09				Malden and Melrose	91,543	94,200							
30 Nov. '67	42.99		791	166	Margt. & Freight	36,600	21,000			23,442	2,240		50	
30 Nov. '67	7.21		264	42	Medford and Charlestown	1,523,225	1,250,000	8,000	183,198	728,079	129,635	10		
31 Nov. '67	3.25		28	2	Metropolitan (Boston)	499,685	400,000	41,589	79,694	188,084	10,087			
31 Nov. '67	2.18		6	2	Middlesex (Boston)	300,000	300,000		13,500	14,773	1,125			
30 Nov. '67	4.45		66	9	Northampton & Willamsb.	27,212	17,300		57,692	28,226	loas.			
30 Nov. '67	7.11		50	17	North Woburn street	136,840	71,600	64,424	0,258	38,637	loas.			
30 Nov. '67	3.74		12	3	Quincy	195,317	150,000	32,400		8,589	89			
30 Nov. '67	2.51				Salem and South Danvers	75,000	75,000			4,500	4,500	6		
30 Nov. '67	6.84				Somerville	37,300	33,000							
30 Nov. '67	2.76		440	68	Stoneham street (Boston)	95,000	5,000	(Inc. in Mal. & Mel rose.)						
30 Nov. '67	4.06		44	9	Suburban	383,870	200,000	24,000	117,842	368,351	18,015	6		
30 Nov. '67					Union (Transportation)	62,152	58,800		238	4,300	3,867	4		
30 Nov. '67					Winnimmet	89,673	75,800		72,000	26,000				
31 Jan. '64	3.0	8.0	45	7	Worcester									
31 Dec. '62	8.5		11	3	CONNECTICUT.	103,000	100,000					8		
					Fairhaven and Westville	300,000	300,000							
					Hartford and Wethersfield									
					NEW YORK.									
30 Sep. '67	7.37		87	6	Albany	139,414	90,000	40,000		71,561	15,873		100	
30 Sep. '67	12.00		58		Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	29,418	56,543		100	
30 Sep. '67	16.75				Broadway (Brooklyn)	266,561	200,000	35,100	10,015	107,738	28,744	8	100	
30 Sep. '67	16.1		108	37	Broadway & 7th Ave., N. Y.	508,818	2,100,000	150,000		687,433	253,214	3	100	
30 Sep. '67	8.00		17		Brooklyn, Bath & Coney Is'd	166,459	99,850	80,000	85,172	27,253	3,994	3	100	
30 Sep. '67	7.00		207		Brooklyn City	1,800,813	1,500,000	300,000		1,311,129	195,907	12	100	
30 Sep. '67	11.30		49		Brooklyn City & Newtown	553,340	400,000	60,000	20,587	129,267	14,852		100	
30 Sep. '67	1.12		14		Brooklyn City & Rock. B'd	125,686	107,700	45,000		15,085	6,352		100	
30 Sep. '67	11.9		57	22	Brooklyn Central & Jamaica	996,781	488,100	498,810	47,303	192,290	9,470		100	
30 Sep. '67	1.13				Buffalo Street	181,357	50,000	50,000	109,500	76,883	21,455		100	
30 Sep. '67	1.76				Central City (Syracuse)	29,130	21,180	6,000	1,400	17,655	4,785	84	100	
30 Sep. '67	24.00		121	14	Centrl Pk. & E. Riv. (N. Y.)	1,629,963	1,081,500	550,000	64,827	581,916	16,285		100	
30 Sep. '67	14.82				Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226		100	
30 Sep. '67	2.94		201		D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	
30 Sep. '67	18.00		162		Eighth Avenue	1,420,972	1,000,000	203,000		792,574	139,055	12	100	
30 Sep. '67	10.24		49		42d st. & Grand st. Ferry	1,011,204	748,000	280,000		800,969	94,714	5	100	
30 Sep. '67	5.50				Grand st. & Newtown (W'g)	172,060	170,000	38,000	5,000	74,420	18,793	4	100	
30 Sep. '67	3.00				Genesee & Water st. (Syr.)	42,194	42,500			8,765	419		100	
30 Sep. '67	4.36				Greenpoint & Williamsbrg	144,000	44,380	100,000	3,900				100	
30 Sep. '67	10.60		21	3	Harlem Br., Morliss & Ford'm	227,400	95,900	124,000	7,600	63,603	4,508		100	
30 Sep. '67	8.56				Kington and Rondout	78,510	75,000			27,600	1,520		100	
30 Sep. '67	7.00		17		Metropolitan (Brooklyn)	361,500	191,500	181,000	4,000	21,961	4,000		100	
30 Sep. '67	12.20		58		Ninth Avenue	466,295	197,300	167,000		92,671	16,881		100	
30 Sep. '67	6.76				Niagara street (Buffalo)	118,065	80,000	40,000	1,247	66,780	3,345		100	
30 Sep. '67	10.00		41		Rochester City & Brighton	286,610	133,400	100,000	13,000	48,259	1,601		100	
30 Sep. '67	16.00				Second Avenue (N. Y.)	1,416,512	80,000	700,000	137,690	458,945	9,470		100	
30 Sep. '67	8.37		81		Sixth Avenue (N. Y.)	571,214	750,000	186,600		563,166	73,664	10	100	
30 Sep. '67	5.33				Skaneateles	8,537	67,720	20,000					100	
30 Sep. '67	2.07				Syracuse and Geddes	25,035	25,000	15,000		13,075	5,046	20	100	
30 Sep. '67	4.37				Syracuse and Onondaga	31,000	31,000			6,496	1,176	1	100	
30 Sep. '67	18.00		180		Third Avenue (N. Y.)	2,453,404	1,170,000	1,280,000	50,000	1,189,445	22,242	12	100	
30 Sep. '67	3.33				Troy and Albany	71,932	44,150	19,000	11,238	14,446	2,120		100	
30 Sep. '67	16.50				Utica and Waterville	301,268	121,172	196,500	1,200	76,179	14,707		100	
30 Sep. '67	7.25		4		V. Brunt & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,396	2,261		100	
30 Sep. '67	15.52				Westervist (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	
					NEW JERSEY.									
31 Dec. '62	5.32		7		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	6.05	2.50			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47				Jersey City & Bergen Point									
31 Dec. '62	17.00	1.50	22		Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566		50	
31 Dec. '62	5.80		8		West Hoboken & Hoboken	100,000	40,000	60,000						
					PENNSYLVANIA.									
31 Oct. '67	9.23		137	26	4 Citizens' (Pittsburg)	230,480	166,000	65,300	7,700	144,005	57,180	24	50	
31 Oct. '67	1.63		10	2	Easton & South E. ston.	22,422	24,500	500		4,971	428	2	25	
31 Oct. '67	10.60				Frankford and Philadelphia	138,267	99,635	50,000	11,664	15,786	loas.		50	
31 Oct. '67	16.37		272	40	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	56,995	6	50	
31 Oct. '67	34.26		367	59	Germantown	542,270	112,245	350,000	20,000	284,574	63,562	26	50	
31 Oct. '67	5.40		120	25	Girard College (Phila.)	170,864	170,000			171,204	15,978	123	50	
31 Oct. '67	4.84		197	33	Green & Coates st. Phila.)	234,463	150,000	100,000		170,439	9,004	10	50	
31 Oct. '67	2.00		18	6	Harrisburg City	57,918	41,995	9,750	2,248	9,777	loas.		25	
31 Oct. '67	5.20		103	18	Lombard & South st. (Phila.)	162,957	90,000	90,200	7,900	66,529	13,046		25	
31 Oct. '67	7.25		82	13	Oakland (Pittsburg & E. L.)		59,500	57,715	880	49,990	lo. s.		25	
31 Oct. '67	8.00		9	3	Peoples, Luzerne County	34,800	84,800			4,600	2,382		100	
31 Oct. '67	7.68		377	45	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	
31 Oct. '67	5.81		50	10	Philadelphia and Darby	250,419	160,000	99,000		38,871	9,452	124	20	
31 Oct. '67	8.50		125	19	Philadelphia & Gray's Ferry	286,533	25,307		9,888	28,243	3,800		50	
31 Oct. '67	8.75		163	28	Pittsb., Allegheny & Manch'r	146,455	110,000	35,600	24,916	138,501	22,495	10	50	
31 Oct. '67	2.90		71	12	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,560	113	50	
31 Oct. '67	8.00		53	12	Ridge Avenue & Manayunk	179,635	120,500	63,300		40,799	6,726	2	50	
31 Oct. '67	3.96				Schuylkill River (Phila.)	47,453	50,000						50	
31 Oct. '67	19.50		489	72	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	403,156	105,448	184	50	
31 Oct. '67	6.82		100	13	17th & 19th st. (Phila.)	114,368	130,000			69,627	11,844	44	50	
31 Oct. '67	7.00		104	32	10th & 11th st. (Citizens')	178,049	192,750			131,728	22,160	311	50	
31 Oct. '67	8.25		145	28	13th & 15th st. (Phila.)		uncertain			208,984	84,648		50	
31 Oct. '67	25.00		529	70	Union (Philadelphia)	764,927	400,000	300,000		366,348	42,691	74	50	
31 Oct. '67	6.00		341	66	West Philadelphia	479,706	275,000	100,000		281,068	60,192	10	50	
31 Oct. '67	4.18		13	4	Wilkesbarre and Kingston	70,285	49,900		8,500	12,119	7,238		50	
31 Oct. '67	1.02		10	4	Williamsport	20,267	15,000	5,000	1,12	8,665	1,317		15	
					MARYLAND.									
31 Dec. '62	21.00		340	50	Baltimore City	700,000	670,000		31,549	238,059	21,058			
					OHIO.									
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	8.8													

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Maturity.
		Rate.	Pay- able.		
Broadway (Brooklyn): Real Estate Mortgage	\$ 27,500	7	J. & J.	1884	
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.		
Brooklyn Centr. & Jamaica: 1st Mortgage	198,000	7	J. & D.	1870	
Brooklyn City 1st Mortgage	170,000	7	J. & J.	1872	
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	
Citizens' Pittsburg: 1st Mortgage	55,300	7	J. & J.	1870	
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	
Delaware County: 1st Mortgage	6,500	7			
Dorchester: Real Estate Mortgage	5,000	6			
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.		
Eight Avenue: 1st Mortgage	160,000	7	J. & J.		
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	
Frankford and Southwark: Real Estate	124,500	7	J. & J.		
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1880	
Frankford and Philadelphia: 1st Mortgage	50,000	7			
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	
Harlem Br. Morris & Ford'm 1st Mortgage	124,000	7	J. & J.		
Hestonville Mantua & Fair- mount: 1st Mortgage	183,600	7	J. & J.	1869	
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	
Lynn and Boston: 1st Mortgage (rad)	50,000	6	J. & J.	71-72	
Malden and Melrose: 1st Mortgage via anthed	58,727	6		1880	
Medford and Charlestown: 1st Mort. (Winter St. Br.)	9,500	6			
Middlesex: 1st Mortgage	38,000				
Malden & Melrose bonds	46,971				
Ninth Avenue: Real Estate	6,000				
Ninth Avenue: 1st Mortgage	112,000	7			
North Philadelphia: 1st Mortgage	100,000	7		1869	
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	
" " O. & Newark " "	100,000	7	J. & J.	1880	
" " " " " " " "	100,000	7	J. & J.	1883	
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	
Pittab. Alleghy & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	
Pittsburg & Birmingham: 1st Mortgage	10,500	7	J. & J.	1870	
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	
Quincy: Plain bonds	58,100		M. & S.	1868	
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.		
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	
Seco'd and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	
2d Mortgage Third Avenue	114,200	7	J. & J.	1869	
1st Mortgage	1,000,000	7	J. & J.	1870	
Real Estate bonds	490,000				
Union: Real Estate Mortgage	300,000	6	J. & D.	1865	
Ulrica and Waterville: 1st Mortgage	100,000	7			
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.		
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	

PREFERRED AND GUARANTIED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	8	70 1/2
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	21
Oamwasa (preferred)	1,150,000	7	7	35 1/2
Chemung (guarantied)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Cheshire (preferred)	2,017,925	7	7	70
Chicago & Alton (preferred)	2,425,400	7	7	138 1/2
Chicago & Northwestern (pref.)	14,789,125	7	7	82 1/2
Cocheco (preferred)	177,750	8	8	---
Cl. & Passumpsic Rivers, (pref.)	1,733,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	8 1/2	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	40 1/2
Elmira & William-port (preferred)	500,000	7	7	40 1/2
Erie (preferred)	5,536,910	7	7	83
Hannibal & St. Joseph (preferred)	5,253,856	7	7	83
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	72 1/2
Indianapolis & Madison (pref.)	400,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marionetta & Cincinnati (1st pref.)	6,556,135	7	3	29
" (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	686,900	10	10	---
Mil. & Prairie du Chien (1st pref.)	3,204,298	8	8	106 1/2
" (2d pref.)	841,400	7	7	99 1/2
Milwaukee & St. Paul (preferred)	7,370,900	7	7	83 1/2
New Haven & Northampton (guar.)	1,010,000	4	4	---
New York & Harlem (preferred)	1,500,000	8	8	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guarantied)	630,000	---	---	---
Paterson & Ramapo (guarantied)	245,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	---	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	8	---
" (preferred)	608,176	6	6	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73 1/2
Toledo, Peoria & Warsaw (1st pref.)	1,551,316	7	7	---
" (2d pref.)	908,400	7	7	---
Troy & Greenbush (guarantied)	274,400	6	6	45 1/2
Vermont & Canada, (guarantied)	1,600,000	8	8	102 1/2
Warren (guarantied)	1,403,300	7	7	---
White Mountains (guarantied)	200,000	5	5	---
Wrightav. Y. & Gettysburg	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,557,343	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" " sterling	4,376,000	5	"	1890	---
Preferred bonds	1,700,000	6	"	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	---
Interest Certificates	161,960	6	"	1868	---
Lehigh Navigation					
1st Mortgage	414,158	6	Qtrly.	1870	---
Six per cent. Loan	5,434,351	6	"	1884	82 1/2
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	310,750	6	"	---	83
Boat Loan	267,010	6	"	---	80
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	66
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85 1/2
2d Mortgage	3,980,870	6	J. & J.	1882	70 1/2
Improvement	1,001,370	6	M. & N.	1876	80
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
Md. stg. loan converted	200,376	6	"	1865	---
Mortgage bonds	993,000	6	"	1878	59
Preferred Interest b'ds.	227,569	6	"	1878	---
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	12
West Branch & Susquehanna					
1st Mortgage, s'g fund	450,600	6	J. & J.	1874	60
Wyoming Valley	600,000	6	J. & J.	1872	72

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	38 1/2	---
Chesapeake and Ohio	100	8,224,595	---	---
Delaware Division	100	1,633,350	50	---
Delaware and Hudson	100	10,000,000	10	123
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	50	6,968,146	10	21
Lehigh Navigation	50	726,800	3	---
Monongahela Navigation	50	1,025,000	10	35
Morris, (consolidated)	100	1,175,000	10	70 1/2
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	11	---
" (preferred).	50	2,888,983	21 1/2	---
Susquehanna and Tide Water	50	2,048,260	15	---
Union	50	2,787,000	---	---
Union (preferred).	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	35

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON.—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/2 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton 43 @ 45
Pig, American, No. 1	do 40 @ 42
Pig, American, No. 2	do 33 @ 38
Bar, Refined, English and American	81 @ 87 50
Bar, Swedes, assorted sizes	(gold) 87 50 @ 90
STEEL PRICES.	
Bar, Swedes, ordinary sizes	— @ 155
Bar, English and American, Refined	— @ 100
Bar, English and American, Common	— @ 90
Scroll	130 @ 175
Ovals and Half-round	125 @ 155
Band	135 @
Horse Shoe	130 @
Rods, 1/2 to 3-16 inch	105 @ 165
Hoop	125 @ 190
Nail Rod	per lb. 9 1/2 @ 10 1/2
Sheer, Russia, Med. No. 1	13 1/2 @ 14
Sheet, Single, D and T, Common	5 @ 7
Rails, English	51 @ 52
Rails, American (at works)	50 @ 80
STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11.3 cents per lb., over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices).	
English Cast, (2d and 1st qty.)	per lb. 1 1/2 @ 2 1/2
English Spring, (2d and 1st qty.)	do 10 @ 12 1/2
English Blister, (2d and 1st qty.)	do 11 1/2 @ 20
English Machinery	13 1/2 @ 18
English German, (2d and 1st qty.)	do 14 @ 18
American Blister, "Black Diamond"	10 1/2 @ 16
American, Cast, Tool, do	19 @
American, Spring, do	10 @ 13
American Machinery, do	10 @ 13
American German, do	10 @ 13
COPPER.—Duty: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 27 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.	
Sheathing, New	per lb. — @ 33
Bolts	33 @ 42
Braziers	33 @ 42
Sheathing, &c. Old	18 @ 20
Sheathing, Yellow Metal	26 @
Bolts, Yellow Metal	26 @ 26
American Ingot	23 1/2 @ 24 1/2
LEAD.—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. — @ —
Spanish	(gold) 6 85 @ 6 40
German Refined	(gold) 6 35 @ 6 50
English	(gold) 6 85 @ 6 87 1/2
Bar	(net) 10 @ —
Pipe and Sheet	(net) 12 @ —
TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terno Plates, 25 per cent. ad val.	
Banco	(gold) per lb. 26 1/2 @ —
Straits	(gold) 23 1/2 @ 24
English	(gold) 23 1/2 @ 24
Gold.—Currency.	
Plates, I.C. Charcoal, p. box	8 87 1/2 @ 8 50 12 40 @ 12 75
Plates, I.C. Coke	6 87 1/2 @ 7 62 10 25 @ 11 50
Plates, Coke Terno	6 25 @ 9 25 @ 9 50
Plates, Charcoal Terno	7 75 @ 8 12 11 50 @ 12 25
PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	17 1/2 @ 17 1/2
Crude, 40 @ 47 gravity (in shipping order)	— @ 23
Refined, free, S. W.	— @ —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— @ 33
Refined, in bond, Standard White	35 @ 34 1/2
Refined, 1 1/2 bond, prime White	35 @ —
Naptha, Refined, (60 @ 63 gravity)	17 @ 34
Residium	per bbl. — @ 8 87 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.
Thurs. F. 7 Sat. 8. M. 10 To 11. W. 12

Atlantic M. S. S. Co.					
Boston, Hartford & Erie 19 1/2			21 1/2	22 1/2	24
California 7 1/2					
Canton Co.				47	47
Central of N. Jersey 121	122	120 1/2	120 1/2	120 1/2	120 1/2
Chicago & Alton			136 1/2		138
" " " pref.					
" " " 1 M.					
" " " S. F.					
" " " Inc. b'ds					
Chicago, Burl. & Q.	170				
" " " 8 p.c.					
Chl. & Gt. Eastern 1st m.	79				
Chl. & Northwest'n	82 1/2	82			83 1/2
" " " pref.	84 1/2	81 1/2	81 1/2	81 1/2	82 1/2
" " " 1st M.	92 1/2	92 1/2	92 1/2	92 1/2	91 1/2
" " " 2d M.					
" " " S. F.					
" " " Consol.	92 1/2	92			
Chicago & Rock Isl.	112	111 1/2	111 1/2	111 1/2	112 1/2
" " " 1st M. '70.					
Chl. R. I. & Pa. Tr. 1896.	94 1/2		95	95	95
C. C. & O. and Ind.	86 1/2	86 1/2	85 1/2	85	85
Clev. and Pittsburg	89	88 1/2	88 1/2	87 1/2	87 1/2
" " " 2 M.					
" " " 3 M.	92			92	
" " " 4 M.	77		77	77	
" " " con.					
Clev. and Toledo	151	102		101 1/2	101 1/2
" " " S. F. 7 p.c.					
Clev. Painesville & Ash.	90 1/2	100	99 1/2	99 1/2	
Cumberland Coal pref.			30		
Del. & Hudson Canal	128 1/2	129	123 1/2	129	128 1/2
Del., Lack. & West.	118			118	118
" " " 1 M. 8 p.c. '71-5.					
" " " 2 M. 8 p.c. '81					
Erie	60 1/2	58 1/2	58 1/2	58 1/2	58 1/2
" " " pref.	72 1/2	68		69	
" " " 1 M. 7 p.c. '67.		104			
" " " 2 M. 7 p.c. '79.					
" " " 3 M. 7 p.c. '82.		98 1/2			98 1/2
" " " 4 M. 7 p.c. '80.					
" " " 5 M. 7 p.c. '88.		89 1/2			
Great Western 2d mort.	77				
Hudson River	138				135
" " " 1 M. 7 p.c. '69.			100 1/2		
" " " 2 M. S. F.					
" " " 3 M. 7 p.c. '75					
Illinois Central	148 1/2	149		150	
" " " bonds					
Marietta & Cin. 1st pref.					
" " " 2d					
Mariposa Mining Co.					
" " " pref.					
Michigan Central	120 1/2	121		120	
" " " S. F. 8 p.c. '82					
" " " conv. S. F. '69					
M. S. and N. I.	86 1/2	86 1/2	88 1/2	85 1/2	83
" " " 1 M. S. F. 10 1/2		95 1/2		95 1/2	
" " " 2 M.			90 1/2		
Min. and P. du Chien					
" " " 1st pref.	107			108 1/2	
" " " 2d pref.					
" " " 1st M.					
Milw. and St. Paul	76 1/2	75	75	76 1/2	76 1/2
" " " pref.	83 1/2	82 1/2		83 1/2	83 1/2
" " " 1st mort.	93	93	93 1/2		93
" " " 2d mort.					
Missouri	93 1/2	93	93 1/2	93	93
" " " 1st m. to H. & St. J. R.	92 1/2				92 1/2
" " " Pacific					92 1/2
Morris and Essex					
" " " 1st mort. 10 1/2		10 1/2	10 1/2		
" " " 2d mort.		89 1/2			
N. Jersey R.R. & T. Co.					
New York Central	131 1/2	130 1/2	128 1/2	127 1/2	129 1/2
" " " 7a. S. F. '76.					
" " " 7a. conv. '76.					
" " " 6a. S. F. '83.	90 1/2				
" " " 6a. S. F. '87.	90				
N. York & Harlem					
" " " " pref.					
" " " 1 M. 7 p.c. '73					
N. Y. and N. Haven	145 1/2		145		145 1/2
N. Carolina 6s. ex-coup.	72 1/2	72	72 1/2	73 1/2	74 1/2
" " " new	71 1/2	71	72	72 1/2	74
Ohio & Miss.	30 1/2	29 1/2	29 1/2	26 1/2	24 1/2
" " " pref.		19		7 1/2	
" " " 1st m.					
Pacific Mail S.S. Co.	10 1/2	102 1/2	100 1/2	104 1/2	100 1/2
Panama			340		310
Phila. and Reading	92 1/2	92 1/2		91 1/2	91 1/2
Pitt. Ft. W. & Chicago	110 1/2	109 1/2	109 1/2	108 1/2	108 1/2
" " " 1 M.			104		
" " " 2 M.					
" " " 3 M.				13	
Quicksilver Mining Co.	22 1/2	22	22		
St. L., Alton & T. H.					
" " " pref.					
" " " 1 M.					
" " " 2 M. pref.					
" " " Inc. b'ds	88	83			
Tennessee 6s. ex-coup.	65 1/2	64 1/2	63 1/2	64	64
" " " new	63 1/2	62 1/2	63 1/2	63 1/2	63 1/2
Tol. Wab. & Western	61 1/2			50 1/2	
" " " pref.	130 1/2				
" " " 1 M.		83 1/2	83 1/2	83	
" " " 2 M.					
" " " Inc. b'ds					
Virginia 6s. ex-coupon.	64 1/2		63	64 1/2	
" " " new	63 1/2	63 1/2			64

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

Th.6. F.7. Sat.8. M.10. Tu.11. W.12

FEDERAL STOCKS:						
U. S. 5a, 1871, reg.	128					
U. S. 5a, 1871, coup.						
U. S. 5a, 1874, reg.						
U. S. 5a, 1874, coup.						
U. S. 5a, 10-40a, coup. 100	109	109	109	109	109	109
U. S. 5a, 10-40a, reg.						
U. S. 5a, 1881, reg.						
U. S. 5a, 1881, coup.	116	116	116	116	116	116
U. S. 5a, '81, O. W. Ly.						
U. S. 5a, 1881, reg.						
U. S. 5a, 1881, coup.						
U. S. 5a, 5-20a, reg. '62.	109	109	109	109	109	109
U. S. 5a, 5-20a, c. '62.	114	114	114	114	114	114
U. S. 5a, 5-20a, reg. '64.	109	109	109	109	109	109
U. S. 5a, 5-20a, c. '64.	111	111	111	111	111	111
U. S. 5a, 5-20a, reg. '65.						
U. S. 5a, 5-20a, c. '65.	112	112	112	112	112	112
U. S. 5a, 5-20a, r. n. '65.	103	103	103	103	103	103
U. S. 5a, 5-20a, c. n. '65.	108	108	108	108	108	108
U. S. 5a, 5-20a, reg. '67.	109	109	109	109	109	109
U. S. 5a, 5-20a, c. '67.	109	109	109	109	109	109
U. S. 5a, 5-20a, reg. '68.	109	109	109	109	109	109
U. S. 5a, 5-20a, c. '68.	109	109	109	109	109	109
7.30 Notes, 2d series.						
" " 3d series.						

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

W.5. Th.6. F.7. Sat.8. M.10. Tu.11. W.12

Oswego	324	324	324	324	324	324
Oswego & Amboy	128	128	128	128	128	128
" " 6a, '70.						
" " 6a, '75.						
" " 6a, '80.						
" " 6a, '85.						
" " mort. 6a, '89.	97	97	97	97	97	97
Elmira & Wmport.	45	45	45	45	45	45
" " pref.						
" " 7a.	94	94	94	94	94	94
Lehigh Navigation	214	214	214	214	214	214
" " 6a, '84.						
" " Gold L. 8a.	88	88	88	88	88	88
Lehigh Valley R. R.	66	66	66	66	66	66
" " 6a.						
Little Schuylkill R. R.	44	44	44	44	44	44
" " 7a.						
Minehill	66	66	66	66	66	66
Morris Canal						
" " pref.	70	70	70	70	70	70
" " 6a, '76.						
North Pennsylvania						
" " 6a.	90	90	90	90	90	90
" " 10a.						
Northern Central						
Pennsylvania R. R.	52	52	52	52	52	52
" " 1st m.	10	10	10	10	10	10
" " 2d m.						
Penn. State. 6a 1st series	104	104	104	104	104	104
" " 6a, 2d series	107	107	107	107	107	107
" " 6a, 3d series	108	108	108	108	108	108
" " 6a, W. L.						
Philadelphia City, 6a	100	100	100	100	100	100
" " new 10a	103	103	103	103	103	103
Philad. Germ. & Nor.						
Phila. & Reading	45	45	45	45	45	45
" " 6a, '70.	105	105	105	105	105	105
Philadelphia & Erie	26	26	26	26	26	26
" " 6a.						
Schuylkill Navigation						
" " pref.	20	20	20	20	20	20
" " 6a, '82.						
" " 6a, '76.						
" " 6a, '72.						
Huq. Canal						
" " 6a, '75.						
Union Canal, pref.						
" " 6a, '83.						
Wyoming Valley Canal						
" " bonds.						
Hestonville, (Horse)	10	10	10	10	10	10
Chestnut & Wal.						
Green & Coates						
2d and 3d streets	62	62	62	62	62	62
Spruce & Pine						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

W.5. Th.6. F.7. Sat.8. M.10. Tu.11. W.12

Baltimore City 6a, 1875.						
" " 1880.						
" " 1890.	97	97	97	97	97	97
" " 1893.						
Balt. and Ohio	124	124	124	124	124	124
" " b'ds '75.						
" " '80.	97	97	97	97	97	97
" " '85.	98	98	98	98	98	98
Marietta & Cin. 1st m.	92	92	92	92	92	92
" " 2d m.	78	78	78	78	78	78
Northern Central						
" " b'ds, 1885.						
" " 1900.						
N. W. Va. 1st mort.						
" " 2d mort.						
" " 3d mort.						
City Passenger R. R.	12	12	12	12	12	12

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

Th.6. F.7. Sat.8. M.10. Tu.11. W.12

Boston and Albany	147	148	148	148	150	
Boston and Lowell						
Boston and Maine						
Boston and Providence	186	186	186	186	188	188
Boston Hartford & Erie	20	21	20	21	23	23
Cheshire, pref.						
Concord						
Connecticut River						
Eastern	122					122
Fitchburg						
Manchester & Law'ree						
Michigan Central	119	120				121
Northern, N. H.						
Ogdons. & Lake Champ	68	68	68	68	68	68
Old Colony & Newport	9	9	9	9	9	9
Ph. W. & Baltimore	5	5	5	5	5	5
Port'd, Sauc. & Port.	102					
Vermont & Canada	101					103
Vermont & Mass.						60
Broadway (Horse)						
Cambridge	100					
Metropolitan		65				66
Middlesex	18					60
Central Mining Co.						
Copper Falls	19					20
Franklin						14
Huron						
Isle Royale						
National						6
Minnesota						
Pewabic						
Pittsburg						
Quincy	20					
Rockland						

London Stock Exchange.

The following were the closing prices for American Securities July 24th, and 31st:

	Closing July 21.	Prices June 24.
United States, 5-20a, 6 per cent 1882.	72 @ 72	72 @ 72
Do. do. 6 do. 1884.	70 @ 72	70 @ 72
Do. do. 6 do. 1885.	71 @ 71	71 @ 71
Do. do. 6 do. 1888.	87 @ 89	87 @ 89
Virginia State, 5 per cent	62 @ 66	62 @ 66
Do. 6 per cent	64 @ 66	64 @ 66
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do. 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn. 1st mort., 1877	65 @ 70	65 @ 70
Do. do. 2d mort., 1882	60 @ 65	60 @ 65
Do. do. consol. mort. bonds, 1890	42 @ 48	40 @ 41
Detroit and Mil. 1st mort. 7 p. c. 1884	60 @ 62	60 @ 62
Erie shares, \$100 (all paid)	43 @ 44	43 @ 44
Do. storiz. 6 p. c. conv. bonds	74 @ 76	74 @ 76
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., \$100 shares (all paid)	91 @ 95	91 @ 95
Do., 7 p. c., 1875	78 @ 80	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	107 @ 107	105 @ 107
Penn. R. R. bonds, 2d mort. con. 6 p. c.	95 @ 97	94 @ 96

American Railroad Journal.

Saturday, August 15, 1868.

Stock Exchange and Money Market.

There has been rather more animation in the Money Market since our last. The Stock and Gold operators have been more urgent in their applications for aid. Their wants have been readily supplied, however, within a range of from 3 to 5 per cent., generally at 4 per cent. on call. The large dealers in the public funds have had more money placed under their control at 3 per cent., than they have been enabled to employ profitably. The demand from produce and merchandise houses has been on the increase, likewise; but the offerings of strictly prime to good business paper yet continue on a very moderate scale, and they find a prompt market at from 5@7, mostly 6@7 per cent. per annum. The city banks, in their last weekly return, exhibited a general increase in all the leading items, including \$4,281,690 in the specie reserve, \$3,611,625 in the deposits, \$413,487 in the legal tender board, \$444,129 in the loan averages, and \$118,769 in circulation. The city bank clearances, last week, reached \$587,004,381, against \$449,134,198 the preceding week. Showing an increase of \$137,870,183

in a week. The business of the U. S. Sub Treasury, last week, was quite heavy again, in both forms of receipts and disbursements. Included in its disbursements was the Alaska purchase money, two millions of which (in American gold coin, and gold-bars) were shipped to Europe, during the week. The mercantile exports of specie were light, having been less than \$900,000. As compared with the cash reserve of the 4th inst., the Government office closes on a balance of coin and currency, about a million larger than was then reported. According to the public debt statement of August 1, the U. S. Treasury held a reserve of \$83,409,915 in coin last Saturday week against \$90,228,559 on June 1, 1868. Its currency reserve was \$26,644,358 on the 1st inst., against \$43,279,120 on the 1st of June, 1868. There were \$356,021,073 of U. S. legal tender notes in circulation on the 1st inst., against \$356,144,212 on the 1st inst. of June 1868.

The specie reserve of the city banks is now \$24,784,427, against \$5,311,997 same time last year. The city bank deposits are now \$231,716,492, against \$198,408,705 week ending Aug. 10, 1867. The legal tender reserve amounts to \$74,051,548, against \$76,047,421 same time last year. The circulation now stands at \$34,074,374, against \$23,565,278 same time last year. The loans are now \$279,755,786, against \$253,427,240 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$97,834,064 a day, against a daily average of \$74,855,699 the preceding week, and \$81,195,000 the week ending with July 25, 1868. The current week's exchanges average about \$84,350,000 a day. The city banks, last week, gained \$4,281,690 of specie, \$413,487 of legal tender, and \$3,611,625 of deposits. They increased their loans, \$444,129; and their circulation, \$117,069.

The New York Gold Exchange Bank reports for the week ending Saturday, the 8th day of Aug., 1868, the average amount of loans and discounts as \$1,057,751; average amount of specie, \$911,701; average amount of deposits, \$1,510,957.

The Philadelphia Bank movement the past week shows an increase in loans of \$250,352; a decrease of \$3,274 in specie; an increase in legal tenders of \$390,331; a decrease of \$84,380 in deposits; and a decrease of \$895 in circulation. The Bank Clearings show an increase of \$2,178,131, and the balances, an increase of \$804,741.

The outstanding amount of coin certificates on the 1st of Aug., was \$22,414,000, against \$20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$7,213,000, and retired \$2,385,378 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during July, reached \$8,939,060.

The U. S. Sub-Treasury receipts, week ending with Aug. 10, were \$32,072,836, including \$2,493,373 from customs duties; payments, \$35,125,667, including \$414,000 of coin interest; balance at the close of the week, \$78,988,272, against \$82,041,604, at the close of the preceding week, showing a decrease of \$3,053,331. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$6,713,874 including \$336,266 from customs; and payments, \$6,676,263; on Tuesday, receipts, \$1,530,823 including \$561,000 from customs, and

payments, \$1,137,821. The balance at the close of business on Tuesday stood at \$79,418,886, against \$78,421,279, a week previous; and \$82,904,000, on July 29, 1868. The aggregate receipts of the office from all sources in July, were \$94,561,982; aggregate payments, \$103,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to \$89,125,661.

National Bank notes to the amount of \$75,210 were issued last week by the Treasury Department, making the total issue to 1,678 banks thus far, amount to \$309,181,326, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$9,248,548, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511.) an actual circulation at this date, of \$299,932,778. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,623,300; and for the public deposits, \$38,037,950—making a total of \$379,661,250. The Treasury Department last week redeemed and destroyed \$441,100 of worn and mutilated fractional currency, and issued \$634,186 of new. The outstanding amount of fractional currency on the 1st of August was \$31,867,818, against \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Moderate receipts from excises and customs have been reported by the Government offices since our last. The customs are yielding more liberally, as the preparations for the fall trade progress. The excises, last week, yielded some 2½ millions; customs at the port of New York, \$2,493,373, and at the outports about \$820,000 (in coin) more, making the grand total income for the week equal to about \$7,322,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$16,000,000.

Gold has been quite variable all through the week, on an excited market. The opening dealings were of the most confident nature, carrying the price up to 150½@150¼ as against 148¼ as the highest figures of the preceding week. Subsequently, the speculative element found the offering for gold for immediate delivery, chiefly from private sources, more liberal than they had calculated on, stimulated, in part, by the rapid rise in the premium, and the disposition to purchase experienced a decided check. The abundance of sterling exchange at reduced rates, and the consequent activity in it, together with the unexpectedly favorable exhibit of the public indebtedness, especially as regards the specie reserve of the Treasury Department, combined to depress the Gold movement, and the later transactions were at a notable decline, running at one time on Tuesday, as low as 145½@145¾. The closing quotations on Wednesday were 146¾@146¾, the range of that day having been from 146¼@146¾. According to the last national statement, for Aug. 1, it appears that on Saturday week the Treasury held about \$83,500,000 in gold of which \$61,000,000 was the ownership,

and that after allowing for the Alaska debt, the latter sum would only be reduced to \$54,000,000, without counting the customs thus far in August, which at all the ports, up to Saturday last, amounted to about \$4,000,000. Allowing for further small Gold payments upon the overdue Principal and for July Coupons presented in August, the Government is to-day in the ownership of \$56,000,000, and holds altogether over 80 millions in gold. The city banks, last week, added over 4¼ millions to their reserve of specie. The mercantile exports of specie, last week, were considerably under a million; thus far, this week, they have been only \$359,000 all on Tuesday.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,413,262, against \$1,289,396 same time last year. The customs demand for Gold last week, averaged \$415,563 a day; thus far, this week, it has been equal to \$448,650 a day, or equal to a weekly aggregate of \$2,691,900. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$199,006 and from California, \$806,351. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$69,019,966, against \$73,965,915 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$26,363,828, against \$17,823,182, in 1867, showing an increase thus far in 1868, of \$8,540,646. The exports of specie, from this port, last week, were \$2,996,532, against \$413,382 same week last year; total, since Jan. 1, 1868, \$62,584,689, against \$38,674,712 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$414,000; since Jan. 1, 1868, \$59,479,580, against \$39,331,199. The specie exports from San Francisco, from Jan. 1, to July 23, 1868, were \$22,384,285, against \$24,994,670 same time last year.

Government received \$4,854,786 from customs at the port of San Francisco, from Jan. 1, to July 23, against \$4,184,000 same time in the preceding year.

An unusually liberal supply of bills of exchange has been available, since our last, particularly in the form of drafts against exports of U. S. Securities, and under the pressure of these bills on the market, rates have declined sharply, leading to a more active business. Bankers' prime sixty day bills on London closed on Wednesday at 109@109½, and on Paris to 5.21¼c.@5.16¼; sight bills on London to 109½@109¾, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,209,312, against \$3,928,544 same week last year; total, since Jan., 1, 1868, \$102,288,892 against \$116,463,388 in 1867; and grand total, during the fiscal year ending July 1, 1868, \$179,784,280, against \$195,544,905 in 1866-'67.

Government securities have been in fair though not active demand, all through the week. Prices have been generally well maintained, and toward the close, the market exhibited rather more buoyancy, on quite moderate offerings of interest bearing obligations. According to the last debt statement, August 1st, the coin bearing debt has been increased some 67½ millions, since June 1,

whilst the currency interest portion of the debt has been reduced nearly 86½ millions. During the past two months a trifle over 105½ millions of Seven-thirties were retired, either by conversion or direct purchase, leaving outstanding on the 1st inst., only about 8½ millions out of the grand aggregate of 830 millions of these notes originally issued, mainly through the Loan Agency of Mr. Jay Cooke. Thus was nearly all of this gigantic popular loan provided for, almost all before its full maturity, without a perceptible disturbance of the money markets of the country. All this work was accomplished under Secretary McCulloch's administration of the National finances. To the outstanding volume of 5-20 bonds, \$88,350,500 were added in June and July, leaving the aggregate on Aug. 1, \$1,583,106,100, against \$1,494,755,600 on June 1, 1868. The outstanding Five per cents were increased about ¼ths of a million. The total of the coin bearing debt on the 1st inst., was \$2,088,371,800, against \$2,007,827,842 on the 1st of June. Some 6½ millions of 6 per cent. currency bonds were issued during June and July, in aid of the several Pacific Railroad enterprises, chiefly to the Union, and the Central Pacific Railroads. About 6½ millions of matured 1867 and 1868 bonds were redeemed in the same period. The total of the currency bearing portion of the debt on the 1st inst., was \$84,604,890, against \$216,117,540 on the 1st of June. The Navy Pension fund, heretofore classed as coin bearing, has been transferred to the currency bearing table.

U. S. sixes of 1881 closed here on Wednesday at 115¼@116; U. S. Five-twenties of 1862, 114¾@114¾; U. S. Five-twenties of 1864 at 110¾@111½; U. S. Five-twenties of 1865 at 112¾@112¾; U. S. Five-twenties of 1865, consolidated, 109¼@109¾; U. S. Five-twenties of 1867, 109¼@109¾; U. S. Five-twenties of 1868, 109¾@109¾; U. S. Ten-forties at 109¾@109¾, U. S. Six per cent. currency bonds, 102¾@102¾. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

September, 1865... 118½ | October, 1865.... 118

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 29.	Aug. 5.	Aug. 12.
Consols.....	94½	94½	93¾
U. S. 5-20's of 1862...	72½	71½	72
Erie.....	43¾	37¼	36¾
Ill. Central.....	94¾	92¾	92½

The railway and miscellaneous share speculation has been much less spirited, on either bull or bear side, since our last, and the market has been devoid of firmness or buoyancy. Tuesday's dealings indicated much hesitancy and depression, Wednesday's operations were on a more confident basis, the market closing buoyantly.

A less active produce trade has been reported, since our last, though prices of breadstuffs, provisions, petroleum, and cotton have generally favored buyers. Middling upland cotton closed tamely on Wednesday at 29@29½ cents per lb. The stock of cotton now here is estimated at about 42,500 bales. The receipts at the port this week, have averaged only about 150 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,500 bales, against 1,871,000 bales same time last year; exports, same time 1,676,000

bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 60,000 bales, against 115,000 bales same date last year. At the Live Stock market, this week, Beeves have been in good supply and limited demand at from 10@16½¢ per lb.; week's receipts, 6,654. Veal calves continue in fair request, but quoted heavy at from 7@11½¢ per lb.; receipts, 1,628. Sheep and lambs have been in less demand ranging from 4@7¢, and 7½@8½¢, respectively, per lb.; receipts, 80,440. Swine have been more sought after and firmer, at from 10½@11½¢ per lb., all live weight; receipts, 11,851. The merchandise markets have been comparatively tame and devoid of buoyancy. There has been only a restricted movement in dry goods, yet holders of desirable fabrics have been firm in their views. The total imports of foreign dry goods, last week, were \$2,584,163, and the total amount marketed \$2,227,084. The value of foreign merchandise imported last week, was \$3,511,930—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,046,093, against \$5,977,654 same week last year; from Jan. 1, 1868, \$151,219,627, against \$155,865,760 same time in 1867; and year ending July 1, 1868, \$238,283,518, against \$269,831,007 in 1866-'67. The freight market has been less active, closing heavily. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 7½d. @1s. 9d. by steamer, per bbl.; grain at 4@4½d. by sail, and 5@5½d. by steamer, per bushel; cotton at ½d. @½d. by sail, and ½d. by steamer, per lb.; and heavy goods at 12s. 6d. @25s. by sail, and 15s. @30s. steamer, per ton. Total number of vessels in port on Wednesday, 464.

The New York exports, exclusive of specie, for the week ending Aug. 11, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$3,928,544	\$3,209,312
Prev. reported	112,534,844	99,079,580

Since January 1.....\$116,463,388 \$102,288,892

The imports for the week ending August 8, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	\$2,933,148	\$2,534,163
Gen. merchandise	3,044,506	3,511,930

Total for the week.....\$5,977,654 \$6,046,093
Previously reported....149,888,106 155,173,534

Since January 1.....\$155,865,760 \$151,219,627
The balance in the Sub-Treasury on Wednesday was \$80,716,242 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns—

New York.—Pacific R. R. 7s, guar. by Mo., 94½; Milwaukee and St. Paul 8s, 1st mort., 103; Albany and Susquehanna 2d mort. 7s, 86; U. S. 6s, Pacific R.R. issue, 102½; Toledo and Wabash Equipment bonds, 72¾; Chicago and Milwaukee 1st mort., 91; Hartford and New Haven R. R., 213; Hannibal and St. Joseph R. R., 84; do., pref., 86; Indiana 5s, 94; Georgia 7s, 91½; Brooklyn 6s, W. L., 96; Jersey City W. L., 93½; Adams' Express Co., 52; Wells Fargo Exp., 27; U. S. Exp., 45½; Merchants' Union Exp., 24¼; American Exp., 44; Boston Water Power Co., 15½; Union Navigation, 27½; Brunswick City

Land, 8½; Cary Imp. Co., 10½; Western Union Telegraph Co., 34; do., 7s, 90; Bank of Commerce, 121; Central National Bank, 108; Am. Ex. Bank, 121; Seventh Ward Bank, 112; Park Bank, 152; Fourth National Bank, 104½; Ocean Bank, 109; Shoe and Leather Bank, 121; Continental Bank, 102; Bankers' and Brokers' Ass., 99; Ninth National Bank, 109½; Bank of Republic, 120; Benton Gold, 0.25; Buchanan Farm petroleum, 0.55; Brevoort, 0.80; Corydon, 0.25; Consol. Gregory, Gold, 4.35; La Crosse Gold, 0.32; Montana Gold, 0.55; New York Gold, 1.50; Owyhee Mining, 15.00; Pit Hole Creek petroleum, 0.85; Quartz Hill Gold, 1.05; Smith and Parmalee, Gold, 5.00.

Philadelphia.—North Pennsylvania 7s, 90; West Jersey R. R. 6s, 92¼; Phila. and Erie 7s, 80; West Penna. R. R. 6s, 82; Lehigh Nav. 6s, R.R., loan, 85; Camden and Atlantic pref., 21; Thirteenth and Fifteenth streets R. R., 15; New Jersey State 6s, 103¼; Pennsylvania State coupon 5s, 97½; do., 5s, 1870, 100½; Morris Canal Boat Loan, 80; Ocean Oil, 1½; Feeder Dam, ¾; Commonwealth Bank, 62; Union Bank, 61; Farmers' and Mechanics' Bank, 128½; Philadelphia Bank, 162. The latest quotations are: City 6s, 100@100; do., free of tax, 103½@103½; State 5s, reg., 100@100; do., coupon, 97@98; do., 6s, W. L., 102½@103; Reading, 45½ 246; do., 6s, 1870, 104½@105½; do., bonds, 93@—; Camden and Amboy, 127½@127½; do., mort. 6s, 1889, 96¾@97; do., 1888, 88@88½; Penn. R. R., 53@53½; do., 1st mort., 100@100½; do., 2d mort., 99¾@99¾; Little Schuylkill R.R., 44@45; Morris Canal, 38@50; do., pref., 70½@72; do., bonds, 86@90; Wyoming Valley Canal, 34@35; do., 6s, 80@81; Susquehanna Canal, 14½@16; do., 6s, 59@60; Sch. Nav., 11@12; do., pref., 19@20; do., 6s, 1882, 70@70¼; Union Canal bonds, 12@13; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 31@32; do., pref., 42@44½; do., 7s, 1873, 93½@94½; do., 5s, 61@62; Lehigh Coal and Navigation, 21¼@21½; do., bonds, 1884, 82@82½; do., Gold Loan, 88@88½; North Pennsylvania, 33@34; do., 6s, 90@91; Philadelphia and Erie, 26@26¾; do., 6s, 91¼@91¾; Minehill, 55½@56; Catawissa, 9@10; do., pref., 33@33; Lehigh Valley, 54¾@54½; do., bonds, 95@96; Fifth and Sixth streets (horse), 36@36; Second and Third, 53@—; West Philadelphia, 62@67; Spruce and Pine, 23@24; Green and Coates, 30½@—; Chestnut and Walnut, 44@50; Thirteenth and Fifteenth, 15@15½; Girard College, 25@27; Tenth and Eleventh, 68@75; Union, 45@—; Jernstonville, 10@10½.

Boston.—Boston, Hartford and Erie 7s, 80¼; do., new, 62½; Vermont Central 1st mort. 7s, consolidated, 81; Stanstead, Shefford and Chamblay 7s 79; Burlington and Missouri River 7s, 1893, 93¾; do., 7s, 1875, convertible, 96½; do., 8s, 1878, convertible, 104; Central Pacific R. R. 6s, gold, 100½; do., 7s, 1883, 110½; Union Pacific R. R. 6s, 100¼; Old Colony and Newport 6s, 97; Western R. R. 6s, 1875, 100; Cincinnati and Indiana, 6s, 1882, guar., 85½; North Missouri 7s, 83¼; Boston and Lowell 6s, 1879, 99; Salem and Lowell 6s, 1878, 90½; Rutland and Burlington 1st mort., 152; Eastern R. R. 6s, 1885, 97¾; Summit Branch R. R., 17½; Ophir (N. S.) gold, 1.10; Boston Water Power Co., 16; Cary Imp. Co., 10½; Waverly Land Co., 1½; New

Hampshire 6s, 1878, 100¼; Connecticut 6s, 1888, 100½; Massachusetts 6s, 1894, gold, 115½; do., 5s, 1888, go'd, 113½; Cook Co., Ills. 7s, 99¾; Bath 6s, 1891, 93; do., 1870, 97; Calais, Me., 6s, 1876, 94½; Portland 6s, 1876, 96; Hallowell, Me., 6s, 1870, 97¾; St. Louis County 6s, 1877, 96½; Chicago 7s, 1892, municipal, 99¾; do., sewerage, 100; St. Louis City 6s, 1887, municipal, 86½; Boston 6s, 1875, currency, 102½; Roxbury 6s, 1878, 93½; Salem 6s, 1883, W. L., 100; Newburyport 5s, 1883, 85; Portland 6s, 1886, 97½; Cambridge Gas, 126½; Atlas National Bank, 119; Boston National Bank, 125¼; Eagle National Bank 119; Hide and Leather National Bank, 100; Merchants' National Bank, 125; State National Bank, 107¾; Suffolk National Bank, 120¾; Webster National Bank, 116¾; Allouez Mining Co., 3½; Concord, 2; Hancock, 4¾; Hecla, 60; Humboldt, 50c.

Baltimore.—Wilmington and Weldon 7s, gold, 91½; Richmond and Danville bonds, 73½; Western Maryland 2d mort., 82; do., guar., by Washington Co., 86; Central Ohio 1st mort., 88; Virginia 6s, old, 46½; Atlantic Coal, 1.50; Mechanics Bank 10¾; National Exchange Bank, 100½. The latest quotations are: Balt. and Ohio, 124@125; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 98@—; Northern Central, 49@49; do., bonds, 1885, 84¼@84¾; do., 1900, 83½@85; Parkersburg Branch, 25@27; N.W. Va., 1st mort., 95@—; do., 2d mort., 90@94; do., 3d mort., 1873, 90½@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 92½@93½; do., 2d mort., 77½@77½; Central Ohio, 34¾@35¾; do., 1st mort., 87½@88; Western Md. 6s, 1890, 81@82; do., guar., 85@—; Richmond and Danville bonds, 73@73½; Baltimore 6s, 1875, 97¾@98; do., 1886, 97@97; do., 1890, 97@97½; do., 1893, 96@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18@19; George's Creek, 52@57; Santa Clara, 1.50@3.00; Atlantic Coal, 1.50@1.60.

Rockford, Rock Island and St. Louis R. R.

First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,

Treasurer.

Novelty Iron Works.

These works are situated at the foot of 12th street, East River, N. Y. It will be seen by reference to their advertisements in another column, that they manufacture Iron Piers and Bridges, and all kinds of Architectural Iron Work. Also, Steam Engines, Machinery, Iron Steamers and Vessels, Turbine Water Wheels, Crane Engines, Moveable Cranes, Cocks, Valves, Whistles, Gauges, Saw Mills, Sugar Mills, Leather Belting, etc., etc., etc. Gear and Wheel Book furnished on application.

It is said the "jar" caused by the frequent passage to and fro of the heavy engines and trains on the underground railroads in London is gradually but surely loosening and making unsound the foundations of the superstructures in the vicinity.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 1st week in Aug., 1868, were...\$75,025 09
Corresponding week of previous year... 68,342 65

Decrease \$6,682 44

The earnings of the Chicago and Northwestern Railroad for the 1st week in Aug., 1868, \$240,574 27
Corresponding week previous year .. 190,170 56

Increase \$50,403 71

The earnings of the Western Union Railroad for the 1st week in Aug., 1868.....\$11,192 79
Corresponding week previous year..... 11,671 92

Decrease \$479 13

The earnings of the Chicago and Alton Railroad for the 1st week in Aug., 1868.. \$108,000 00
Corresponding period previous year .. 84,726 00

Increase \$23,275 00

The earnings of the Chicago and Rock Island Railroad for the first week in Aug., 1868, were.....\$95,500 00
Corresponding week of previous year .. 70,197 00

Increase \$25,303 00

The earnings of the Detroit and Milwaukee Railroad for the first week in Aug., 1868, were\$32,788 00
Corresponding week of 1867..... 32,400 00

Increase..... \$388 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in Aug., 1868, were..... \$82,431 00
Corresponding week of 1867..... 82,810 00

Decrease \$379 00

The Red River Route.

Report on the Line of Route between Lake Superior and the Red River settlement.—By S. J. Dawson, Esq., Civil Engineer.

RAILROADS.

It has been urged that a railroad from Lake Superior to Red River would afford the best and easiest means of communication, and that it would form a link in the great railway system which it is believed will, at no distant day, span the continent from the Atlantic to the Pacific within British territory.

Now, while admitting the great advantages which would result from a work of this kind, it must be borne in mind that the means for its construction cannot at present be obtained. There is no amount of argument as to prospective advantages which could procure the investment of twenty millions of dollars, which would be about its cost in an undeveloped region, such as that through which it would pass. Theoretically, the idea may be a good one, but practically it is at least premature.

Moreover, a railroad between the points indicated would be isolated as regards other railways, and being available only during the season of navigation would be without one of the chief advantages of a railroad, which is that it can be kept in operation independently of the navigation.

It has been suggested that whatever objections might attach to the project of a railway all the way to Red River, a comparatively short line would best overcome the rough and difficult section intervening between Lake Superior and Rainy Lake. But the same objections which present themselves in regard to the former apply to the latter.

Its length, that is of a line from Lake Superior to Rainy Lake, allowing for deviations, would not be greatly less than two hundred miles, and its cost would far exceed any means which there is a probability of obtaining.

It would absorb an amount of capital more than sufficient to provide for the lockage required to connect the navigable reaches between Dog Lake and Lake Winnipeg, and form a canal, which, in the present state of the country, or any state of development to which it can attain for a considerable period would be of greater utility than a railroad.

Finally, before such a work was undertaken the country would have to be rendered accessible, as I have already said, by some such means of communication as I have suggested.

It will not be understood, however, from what I have said that a railway is impracticable. In fact, with the exception of the section between Lake Superior and Rainy Lake, which is rough and broken and has never yet been explored with a view to a work of the kind, the ground is not unfavorable, but, as I have said, the idea of such a work is premature.

CANALS.

On reference to what I have already stated, it will be seen that from Dog Lake north-westward to the Lake of the Woods long, navigable reaches occur in continuous succession, separated by short intervals of rapid water or other impediments. From the Height of Land Portage, where it strikes the Savane River, to the north-west angle of the Lake of the Woods, the distance is 304 miles, and the total amount of lockage that would be required 425 feet, being somewhat less than that of the Rideau Canal. By means of lock and dam, the whole of this distance might be rendered navigable without a break, at comparatively small cost, if wooden locks were adopted. The river channels between the navigable sections are everywhere of rock and generally favorable for the construction of such works as would be required.

With this extent of navigation might be connected the navigable water east of the Height of Land, having a length in Dog Lake and River of 85 miles.

When the dam now in progress at Dog Lake is completed, the difference in level between the waters of Dog River and the Savane will be about a hundred feet, and a canal with locks, by way of Muskaig Lake, might be constructed to connect the two. Lan des Mille Lacs would be the summit level, and it has sufficient water for a canal both ways.

This would give three hundred and fifty miles of unbroken navigation, approaching at its eastern extremity to within twenty-five miles of Lake Superior, and at its western to within ninety miles of Fort Garry.

All the lockage required would cost less than would a railroad of two hundred miles to Rainy Lake, and it would be of vastly greater utility.

A short railway of twenty-five miles, from Dog Lake to Thunder Bay, would connect the navigation with Lake Superior; while a similar work of ninety miles, from Fort Garry to the North-West angle of the Lake of the Woods, would join it to the Red River settlement. The latter railway would be over very even ground.

I have offered these suggestions, not with a view of conveying the impression that they should be immediately acted upon, but to show what is practicable and what would be the true way of opening a line adapted for heavy traffic when the country has attained a stage of development to warrant the expenditure which it would involve.

THE INDIAN ELEMENT.

In opening the communication to Red River, the country will be brought to some extent into contact with the Indians, who have their hunting grounds on the line of route.

Hitherto Canada has been fortunate in dealing with the Indian element; and, in the present case,

I see no reason for anticipating greater difficulty than has arisen in the past.

The only localities where the Indians are at all numerous are at the Lake of the Woods and Rainy River, but the entire population does not greatly exceed three thousand. They can, however, collect in summer in larger numbers than Indians usually do from the fact that they have abundance of food. This is afforded by the wild rice of the country, which they collect, and by the fish which literally swarm in the lakes and rivers; some industry practised on their own part, too, in raising Indian corn serves to supply them to a small extent. I have seen as many as five or six hundred of them collected at one time at the rapids on Rainy River, engaged in catching sturgeon, the flesh of which they preserve by drying it like pemican and then pounding it up and putting it, with a due mixture of oil, into bags made of sturgeon's skin.

They have a rude sort of government, and the regulations made by their chiefs are observed, it is said, better than laws usually are where there are no great means of enforcing them.

They are very intelligent and are extremely jealous as to their right of soil and authority over the country which they occupy.

When the Red River expedition first came in contact with them they manifested some displeasure, and were not slow to express it, at parties being sent through their country to explore and examine it without their consent being asked and obtained. On becoming better acquainted with them, we found it to our advantage to keep up a little friendly intercourse with the chiefs, calling upon them as we passed and interchanging a few presents of no great value. When we had adopted this course all difficulties vanished and, ere the explorations were brought to a close, they manifested and expressed an earnest wish to see the communication opened.

The chief danger which could arise of coming into unfriendly relations with the Indians would be from having parties of workmen in the vicinity of their encampments. Now this is a contingency not likely to arise from the fact that where the Indians are numerous the navigation is unimpeded and but little work required; but, as a rule, extreme prudence will always have to be observed by the officers in charge of men to keep them from coming in contact with the Indians.

These Indians are all heathens, and never seem to have been in the slightest degree impressed by the missionaries who have attempted their conversion. They are, however, very pious in their own way, and much of their time seems to be occupied in religious observances, which have their manifestation in long fasts and nights of watching, when they pretend to hold familiar intercourse with spirits, whose presence in the secret recesses of their lodges is indicated by drum beating, chanting, incantations, and many unearthly noises besides. At stated intervals, the greatest and most solemn ceremony of the tribe, the mystical feast of the white dog, is held at Fort Frances, and at such times, the gravity and terrible earnestness of their demeanor would do no discredit to more civilised congregations.

In appearance these Indians are tall and well formed, and in bearing independent and sometimes even a little saucy, but in their intercourse with strangers they are hospitable and kind. Their morality is said to be of a high order as compared to that of the Indians of the Plains.

They are, in general, keen traders, and seem to know the value of what they get and give as well as any people in the world. Some of those who assemble at Rainy River for the sturgeon fishing in summer come from Red Lake, in the neighboring state of Minnesota, where they possess hunting grounds; and among these latter are some who have been parties to treaties with the United States for relinquishing certain tracts for settlement, for which they are now in receipt of annual payments. The experience they have thus gained has rendered them expert diplomatists as compared to Indians who have never had such advantages, and they have not failed to impress on

their kindred and tribe on Rainy River the value of the lands which they hold on the line of route to Red River.

Any one who, in negotiating with these Indians, should suppose he had mere children to deal with, would find himself mistaken. In their manner of expressing themselves, indeed, they make a great deal of allegory, and their illustrations may at times appear childish enough, but in their actual dealings they are shrewd and sufficiently awake to their own interests, and, if the matter should be one of importance, affecting the general interests of the tribe, they neither reply to a proposition nor make one themselves until it is fully discussed and deliberated upon in council of all the chiefs.

THE TREATY.

From what I have said, I trust that it will be seen that some sort of a treaty should be arrived at with the Indians. They are, as I have stated, desirous of seeing the communication opened, believing that it will conduce to their advantage, and I think a treaty with them should, in the first instance be confined to this one point, namely, right of way. This they expressed their willingness to accord many years ago, but the question of relinquishing land for settlement was always taken by them *en delibere*. In this latter respect, what they are afraid of is that settlers would interfere with the fisheries, from which they derive their chief means of subsistence, and I think it would in the first instance, be imprudent to introduce settlement into the particular settlement which they occupy. The first great point is to get the communication opened, and the first treaty should be confined, as I have said, simply to right of way. By combining it with the land question, surveys of townships for settlement, reserves for the Indians, and so forth, complications might arise which would prove embarrassing.

AGRICULTURAL RESOURCES.—LAKE SUPERIOR SECTION.

In this section the cultivable areas are of limited extent and confined chiefly to the valleys of the streams. There are, however, occasional plateaux at a considerable elevation, showing a moderate depth of loam. In the vicinity of the line of route the best locations will be found in the valley of the Kaministiquia and on the shores of Thunder Bay. The climate of the country bordering on the lake shore is favorable to the growth of cereals and all kinds of vegetables which are usually raised in other parts of Canada. When the mines at Thunder Bay, and on the north shore of Lake Superior generally, become developed they will create a market for all kinds of agricultural produce, and this must render of great value such lands as are susceptible of cultivation.

Around the shores of Dog Lake there are occasional patches of fair land, but the elevation of the country is such as to render the climate rather cold. On Dog River and at the plateaux at the Height of Land there is any amount of pasturage, and oats, potatoes, &c., might easily be raised.

THE LAKE REGION.

The eastern section of this region is cold, on account of its great elevation, but on descending to the westward the climate rapidly improves and, by the time Sturgeon Lake is reached, the summers are as long as at Lake Superior and I think somewhat warmer.

Eastward of Sturgeon Lake the rock formation is Laurentian and, as usual in regions occupied by that series, the cultivable areas are limited in extent, although where they do occur the soil is often very rich. It is such a country as that now being settled on the Gatineau or Upper Ottawa, with this difference, that whereas on the Gatineau and Ottawa the valleys present rivers bordered with alluvial soil, the valleys in this region are occupied by lakes. There are, nevertheless, occasional spots occurring at intervals throughout the whole region where the soil is good and of sufficient extent for farms, but, as a rule, speak-

ing generally, the country never can become an agricultural district.

There are those, however, who would prefer a mountainous and diversified region of this kind to the level areas which are spread out like oceans a little further to the west. Among the Laurentian hills and on the borders of lakes studded with wooded islands there are situations of surpassing beauty and magnificence. The forests abound in game and the rivers and lakes are teeming with fish, water power is unlimited, and timber, which will yet find a market in the prairies of the west, is abundant.

A farmer who should establish himself on any of the carrying places with horses and wagons would soon realise an independence, as many have done in similar situations on the Ottawa. The first to locate themselves would have the advantage, and might hope soon to see villages growing up around them. No more advantageous situations could be desired than Jourda n's Rapids, the Prairie Portage, where there is an abundance of grass, or the French or Deux Rivières Portages, all of which, until a canal is made, must be places of land carriage and transshipment. Here, then, in the event of the communication being opened, would be a field for enterprise to steady and industrious farmers, who could combine the cultivation of the land with the profitable employment of carrying freight over the portages.

In such situations, too, the growing wants of a new settlement would soon create a demand for various branches of industry. Boat builders, blacksmiths, and carpenters would find ready employment where small crafts had to be provided for such a length of inland navigation, and saw mills would be required to supply them with material.

But to proceed, in regard to the capacity of the country for agriculture, on getting to Sturgeon Lake the climate is improved, but the ground is still rough and broken, as it is also at Nequaquon and Nameukan Lakes. Rainy Lake is so much indented with bays that in passing through it, only headlands and islands can be seen, and these are often rocky, but I have heard it reported by the Indians that there are areas of very fine land about Rainy Lake.

LAKE OF THE WOODS AND FORT GARRY SECTION.

Arrived at Fort Frances, 190 miles in an air line from Thunder Bay, the mountainous region is passed and, commencing here, a beautiful tract of land extends along the bank of Rainy River to the Lake of the Woods. This tract is of the very richest alluvial soil, and in the whole distance there is not apparently an acre unsuceptible of cultivation. Old Indian gardens, growing vetches, and wild grass are met with at intervals on the banks, and the forests present basswood, oak, and elm, with occasional white pines of gigantic proportions.

To this succeeds the Lake of the Woods, with fifty miles of navigation among islands varying in character, some fertile and others barren, but on some of which the Indians have grown maize from time immemorial. The section which comes next, that between the north west angle and the prairie, as already described, is swampy. There are, nevertheless, occasional portions of it well adapted for settlement.

The wooded region ends with the section just referred to, and from this point westward to the Rocky Mountains and north-westward to Peace River the prevailing characteristic is prairie. These prairies are for the most part of rich alluvial loam, but they are in some places sandy, as on the upper portion of the south branch of the Saskatchewan. So vast is the region, and the soil throughout the greater part of its extent so good, that it is no exaggeration to say the cultivable areas may be reckoned by hundreds of millions of acres.

The country is intersected by rivers, one of which, the Saskatchewan, drains an area greater than does the St. Lawrence and is navigable for 700 miles of its course. From the south branch

of this great river, north-west to Peace River, the climate is adapted to the growth of wheat. Coal, salt, iron, gold, and bitumen are among the minerals to be found. Over the untilled fields which nature has spread out, the wild cattle of the plains roam in countless herds, and for hundreds of miles together may be seen grazing like domestic cattle in a field of pasture. A region which thus in a state of nature supports animal life in profusion must be naturally rich as regards its soil and climate. It is, in fact, fitted to sustain as dense an agricultural population as any area of equal extent on the face of the globe.

Such, in a brief view, is the country with which it is proposed to open communication, but to describe it further would be beyond the scope of this report.

Journal of Railroad Law.

WHEN COUPONS OF RAILROAD BONDS DRAW INTEREST.

The facts in the late case of the North Pennsylvania Railroad Company *vs.* Adams (54 Penn. St. R. 94,) were as follows: In 1866, Adams brought an action against the North Penn. R. R. Co. to recover the amount of 11 coupons of \$30 each payable respectively Jan. 1st and July 1, 1861, and Jan. 1, 1862. The coupons read in the usual way. Copies were filed with the affidavit of Adams, that at the time the coupons fell due the company was unable to pay them; that he believed they were presented to the company's office for payment, but if not, it was because they had refused to pay other coupons of the same date, that the company paid one-sixth of the face of the coupons due Jan. 1st, but no more. The company also, by an affidavit by their president, denied any knowledge of the presentation of the coupons for payment, except those on which a payment of one-sixth had been made; that after this payment the coupons sued on were presented and the amount due on their face was offered to Adams, who refused to accept it, unless interest from the maturity of the coupons was also paid. Judgment was rendered in favor of Adams in the court below, and the company took a writ of error.

The opinion of the court was delivered by AGNEW, J.—The affidavit of defence in this case avers no possession of funds, and readiness to pay the coupons at the time and place they were payable. The objection to the payment of interest is rested solely on the ground of non-presentation when due at the place appointed. But payment tender, and readiness to pay are all affirmative pleas, casting the burden of proof upon the defendant. It has been decided, therefore in this State and elsewhere, that presentation and demand at the place of payment are unnecessary to entitle the plaintiff to recover, where the defendant has shown no readiness on his part to pay at the place.

That coupons bear interest is decided in the County of Beaver *vs.* Armstrong, 8 Wright, 63. In the opinion of Justice Read the language used is, after demand and refusal, indicating the time of the running of interest to be from presentation. But the fact in that case was that interest was recovered from the time the coupons fell due. The 4th assignment in error shows this. The coupons never were presented in New York for payment, the company having provided no funds to meet the interest on their bonds. There being no readiness to pay averred in this case, the court below was right in allowing interest from the time

the coupons fell due. The case of Emlen vs. Lehigh Coal and Nav. Co., 11 Wright 76, was decided on the ground that the company had in bank, as found by the special verdict, cash to their credit sufficient to pay the loan to plaintiff, principal and interest and all other debts of the company. There was no question as to the readiness or ability of the company to pay.

Illinois Central Railroad.

The statement of this Company for the month ending July 31, 1868, is as follows:

LAND DEPARTMENT.			
Acres Construction Lands			
Sold	10,607.90	for	\$104,751 98
Acres Int. Fund Lands			
do.	40.00	for	585 20
Acres Free Lands sold ..	2,259.29	for	30,987 83
Total sales during month of July, 1868.			
	12,907.19	for	\$136,325 01
To which add Town Lot Sales			
			968 00
Total of all			
	12,907.19	for	\$137,293 01
Cash collected in July			
			\$169,120 90

TRAFFIC DEPARTMENT.

TRAFFIC DEPARTMENT.	
Receipts from Freight	\$306,045 00
do. Passengers	122,752 79
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	70,000 00
<hr/>	
Total Receipts in July, 1868.....	\$509,156 12
Total Receipts in July, 1867.....	\$497,520 81

Estimated earnings in the month of July, on the D. & S. C. R. R., not included above. \$67,301 58

Union Pacific Railroad.

The Commissioners of the Union Pacific Railroad have examined the twenty-fourth section of twenty miles of that road, commencing at the six hundred and eightieth and terminating at the seven hundredth mile post west from the initial point on the Missouri River, near Omaha Nebraska, and have forwarded their report to the Interior Department. The President of the United States has approved the report and directed the issue to the company of the bonds, and patents for the land due on the completion of said section.

The directors of the Worcester and Somerset Railroad Company will receive proposals up to the first day of September, for the construction of this road from King's Creek, on the line of the Eastern Shore Railroad, distance $8\frac{1}{2}$ miles from Newtown. The sum of \$5 500 per mile to be paid in cash, the balance to be secured by the bonds of the company, bearing interest at six per cent.

General Burnside, Colonel Davidson and Mr. Matthews, the Board of Engineers appointed by the Superior Court to locate the Shore Line Railway Bridge at Saybrook, Ct., and prepare plans for its construction, have designated the place for the bridge and located the abutments and centre piers. The central piers are located so as to provide for a draw 120 feet wide, and the distance between the other piers is to be 200 feet.

The Manassas Gap Railroad is nearly completed to Mount Jackson, and trains will commence running to that point on the 15th. The distance between Woodstock, the present terminus of the road, and Mount Jackson is eleven miles.

7-30 Notes.

It appears from the books of the Treasury Department that there are outstanding of the various issue of 7 30 notes the following amounts. The time for their conversion into 5 20s having expired they are therefore payable in currency: First issue, August 1864, \$614,200. The time for conversion of this issue expired one year ago. Second issue, of June 1865, \$2,327,850. The time for conversion of this issue expired July 1. Third issue, of July 1865, \$4,863,800. The time for the conversion of which expired August 1. The total amount outstanding is \$7,805,950.

Interest on Registered Bonds.

The Secretary of the Treasury has issued instructions concerning the payment of the interest on registered bonds. All parties entitled to receive interest on such bonds must, within ninety days from the date when such interest is due, collect it of the assistant treasurer or depository whose duty it is to pay the same. After ninety days their claims will be referred to the treasury for settlement.

The Deed of Trust of the Connellsville Railroad Company, for \$4,000,000, in accordance with the ordinance of waiver of priority by the City of Baltimore, has been executed by the Trustees, Messrs. B. F. Newcomer, John W. Garrett, and Wm. T. Walters, and the mortgage bonds issued thereunder will be ready for delivery by the President of the company, Wm. O. Hughart, Esq., during the coming week.

The work of grading for the extension of the South Side (L. I.) Railroad between Sayville and Patchogue has been commenced, and it is thought that the road will be completed to the latter point before winter sets in.

The surveys for the extension of the New Bedford and Taunton Railroad from the latter place to Hebronville, will soon commence. The road will shorten the distance from Boston to Providence ten miles.

The rails on the Troy and Greenfield Railroad are laid to the Tunnel station, within half or three-quarters of a mile of the tunnel.

The railroad from St. Joseph to Council Bluff was completed, and the trains commenced running on the 11th inst.

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Notice to Contractors.

PROPOSALS will be received for Grading and Bridging the third (3d) Division of the Junction and Breakwater Railroad, from Georgetown, Delaware, to the Bay Shore at Lewes, 15½ miles, until the 23d day of August, 1868. For specifications, plans, &c., call on Hon. JOHN W. HOUSTON, Proct., at Milford, Delaware, or M. C. CONWELL, Engr., at Georgetown, Delaware. Aug. 3, 1868. JOHN W. HOUSTON, Proct.

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SPECIFICATIONS FOR PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.
 New Orleans, June 30, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1859,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say \$100,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party,

in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgan for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisalment, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of \$5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O. & G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 62 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

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AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns The Life and Limb of all Travelers upon Railroads.

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